

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number:

Nebraska's New Feed Law

Tolerances in Grain Weights Hearing

Pool Agitators Pilloried by Canadian Grain Commissioners

Calcium and Phosphorus in the Live Stock Industry

Is Dealer at Liberty to Buy From Pool Member

Grade Raised 86 out of 150 Cars Resampled
28 Gauge Metal Cheapest for Elevators

The Annual Cut Off

Proper Cooperaage of Cars Takes Less Time Than to Prepare Claim

Penalty for Sale of Grain Covered by Lien

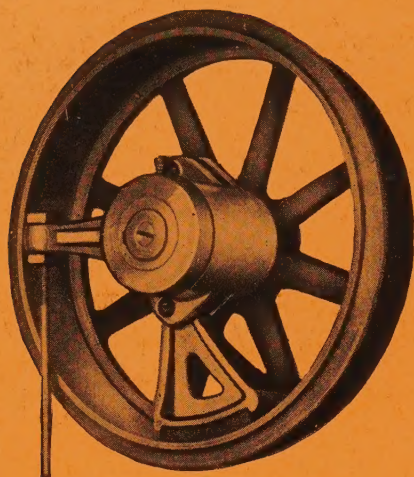
Pool Agitators Thrive on False Statements

General Grain Rates Investigation in Progress Again

Many Expensive Conferences Needed (?) to Market Pooled Wheat



The Wabash Elevators in North Kansas City, Mo., Showing New Concrete Elevator at the Left.



Two Strong-Scott Back-Stops in the Katy Elevator, Kansas City
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(Continued on next page.)

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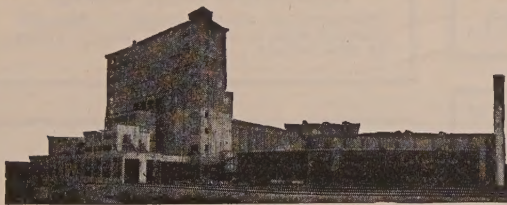
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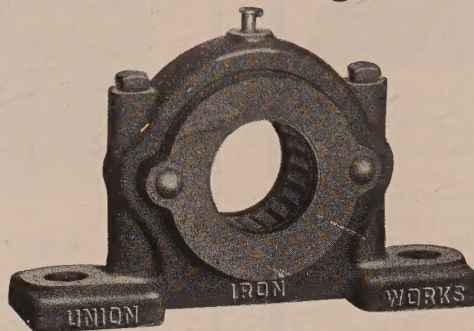
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| Feed Mill | Smut Remover |
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Grain Dealers Journal, 309 So. La Salle St., Chicago

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The New Badger Car Mover has the least possible number of joints—only two—giving the most efficient service over the longest period of wear.

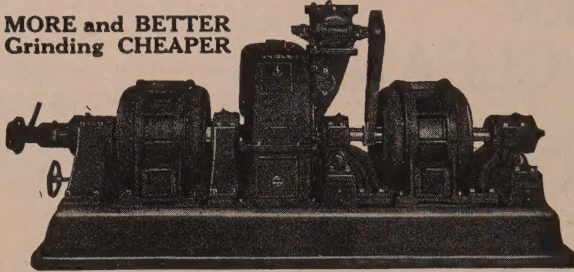
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The tramming device insures uniformity of products at all times.

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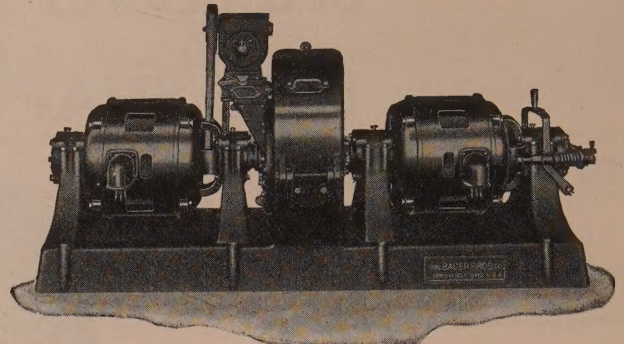
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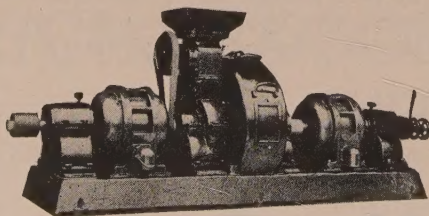
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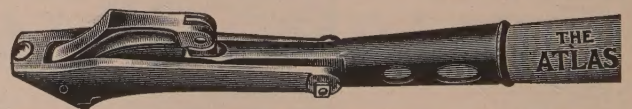


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THE Calculating Operators will analyze the merits of these sterling feed grinders before placing their requirements.

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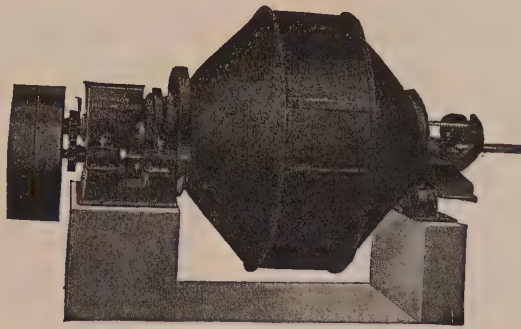
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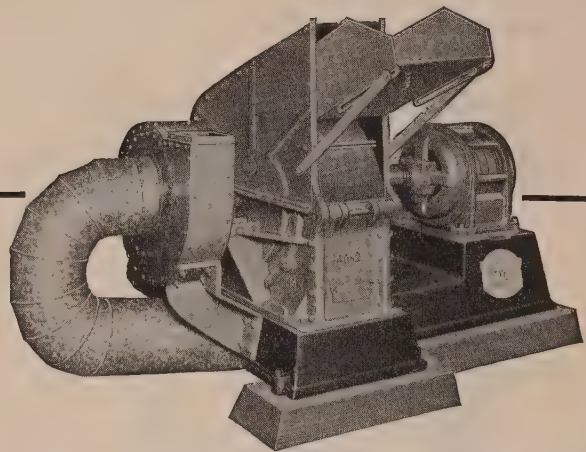
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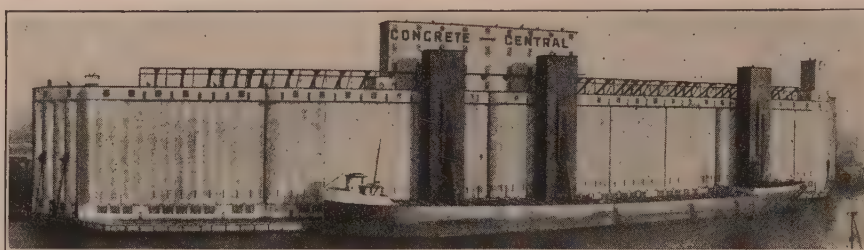
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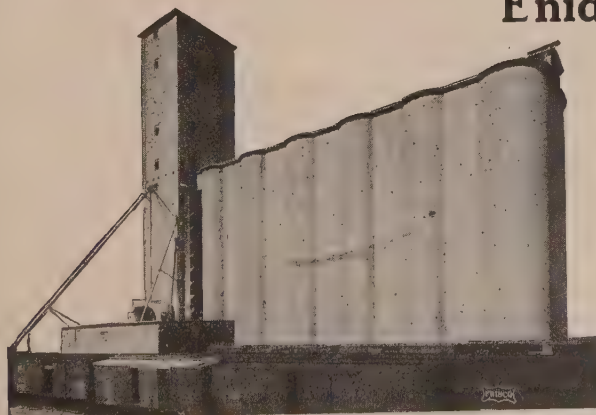
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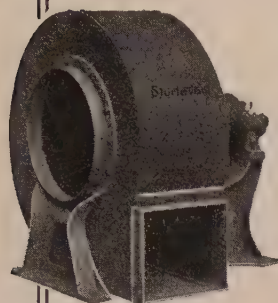
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Grain Dealers Journal

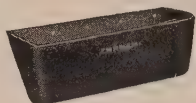
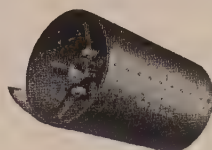
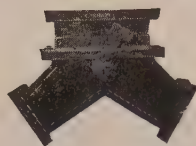
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El Reno Mill & Elevator Co., El
Reno, Okla.

Eagle Milling Co., Edmund, Okla.

W. J. Lawther, Dallas, Texas.

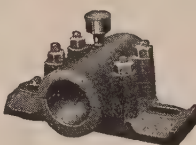
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Kimbell Milling Company, Ft. Worth,
Texas

Liberty Mills, San Antonio, Texas.

The above elevators built by

Jones-Hettelsater Constr. Co.
Kansas City, Mo.



"EHRSAM"

Grain Handling Milling Equipment

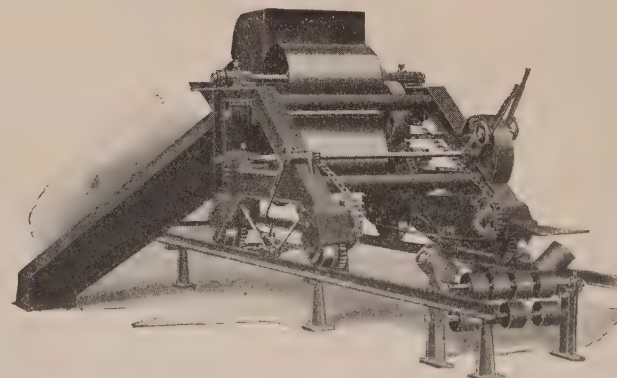
Expert Ehram Engineers are always glad to counsel and advise in connection with Grain Handling and Milling Equipment problems. Why not write us today?


J. B. Ehram & Sons Mfg. Co.

ENTERPRISE, KANS.

**FREE
CATALOG**

Manufacturers of Machinery for Flour Mills, Grain Elevators, Cement Plaster Mills, Salt Plants, Coal Handling and Rock Crushing Systems, Fertilizer Factories, Power Transmission, Elevating and Conveying Equipment.





**The Genuine
Humphrey Elevator**

Write for money-making
information

Humphrey Elevator Co.
900 Division St. Faribault, Minn.

*Men do more when they
ride instead of climb*

Leaky Cars

You Know What They Cost

Kennedy Car Liners

SOLVE THIS PROBLEM

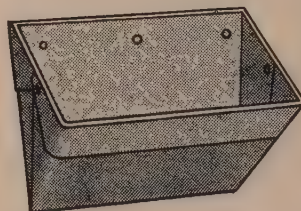
Prevent Leakage of Grain In Transit

**NO WASTE — EFFECTIVE
INEXPENSIVE — EASILY INSTALLED**

We Have Car Liners to Take Care of All Cases of Bad Order Cars
Inquiries for Details Invited.

The Kennedy Car Liner & Bag Co.
Shelbyville—Indiana
Canadian Plant At Woodstock, Ont.

Premier "V" Type Elevator Buckets



The strongest bucket made, unequalled for rigidity and wear. Made from one piece of steel with an extra deep fold at front and back and lap at ends riveted with two or more rivets.

Any required bushels per hour capacity can be secured with

PREMIER buckets at a lower first cost of installation than any other type of bucket and cost of upkeep is in the same proportion.

For future reference you should have in your files a copy of our tables giving the capacity in bushels per hour of Premier "V" buckets when used with head pulleys from 24 inches to 84 inches in diameter. Other valuable information is included regarding the correct design and dimensions of elevator heads, etc.

Write us at once for a copy.

We also manufacture Steel Elevator Heads, Boots, Legging, Flexible Spouting, Boot Tanks, Conveyor Boxes and all other equipment for Grain Elevators that can be made from steel.

The Sheet Metal Products Co.

1645-55 Cleveland Avenue
KANSAS CITY, MO.

Use Universal Grain Code

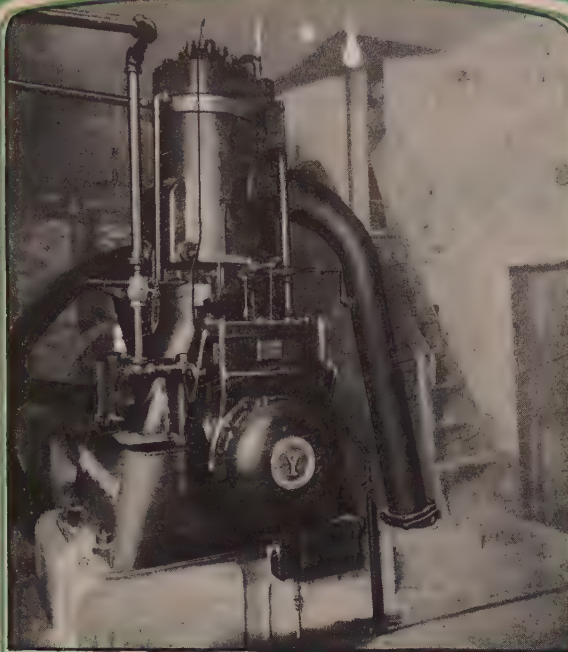
and reduce your telegraph tolls.

Prepared especially for the grain, millfeed and field seed trades.

It is arranged alphabetically and contains no ambiguities.

150 pages, size 4 $\frac{5}{8}$ x 7 $\frac{1}{8}$ inches. Bound in flexible leather, \$3.00; Board covers, \$1.50. Address Grain Dealers Journal, 309 South LaSalle Street, Chicago, Illinois.

The 60-hp. F-M Diesel
which drives a 24-inch
Dreadnaught Feed
Grinder in the mill of
Cope Bros. Feed Co.,
Ellsworth, Wisconsin.



In the feed mill, too

F-M Diesel economy counts

THE operating conditions of feed mills call for a type of power that is always ready for service, that effects maximum economy when in operation, yet involves no expense when shut down.

No other form of power measures up to these conditions so fully as does F-M Diesel power. It asks no "demand charge" when not operating, it requires no getting up steam, and when in operation it delivers power with the efficiency and economy that is found only in the Diesel engine.

The following statement from Cope Bros. Feed Co. of Ellsworth, Wisconsin, typifies reports from other and similar F-M installations in feed mills:

"Our engine" (a 60-hp. F-M Diesel) "is driving a 24-in. Dreadnaught

Feed Grinder and started operation Sept. 20, 1926. We were able to check up closely Jan. 20, 1927, and in those 4 months we ground 16,819 sacks of custom grinding, besides our own grain for resale which we do not charge against the grinder. Our cost for fuel, lubricating oil and all operating expenses was \$150, which was less than 0.9 of a cent per sack. It cost us from 2½ to 4½ cents per sack, with an average of nearly 3¼ cents per sack, to grind feed with electric power."

Never forget that in addition to Diesel economy, the F-M Engine also makes a substantial saving in maintenance costs due to its unmatched simplicity of design and uncompromising quality.

Ask for bulletin, "Economy of Diesel Engine Power."

FAIRBANKS-MORSE

DIESEL ENGINES MOTORS

PUMPS · SCALES



fire — safe!

RING DOWN the curtain on motor fire hazards. Install motors that carry their own protection. Like a fire wall built around the motor, the shell of the F-M motor illustrated provides complete protection against explosive dust and other fire hazards. Yet, the motor runs cool—even when taxed by overloads. Inlet and outlet openings are provided for piping to the outside. Fresh outside air is thus drawn into the motor and circulated through the interior by means of a carefully planned ventilating system.

Leading fire prevention associations and insurance companies recommend this type of motor for service in flour mills and elevators. Use it to secure the most favorable insurance rates. Use it, moreover, because it is a genuine Fairbanks-Morse Ball-Bearing Motor—one of the famous line that pioneered the ball-bearing motor—brought it to its highest development and reduced motor attendance to one single operation—greasing of the ball bearings once a year. Install this motor and know how little attention the modern motor requires.

Ask for special bulletin on the Type "EH" Motor

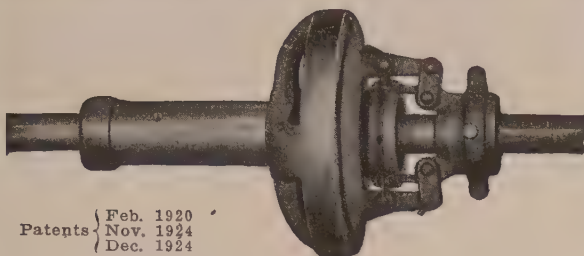
FAIRBANKS, MORSE & CO., Chicago
28 branches throughout the United States at your service

FAIRBANKS-MORSE

Pioneer Manufacturers of
ball bearing motors



AE0A22.6



Patents { Feb. 1920
Nov. 1924
Dec. 1924

THE BEYL

Maximum Power—Minimum Cost

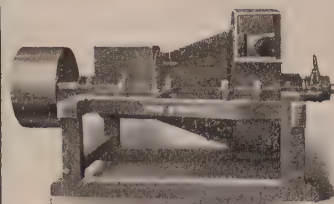
The Beyl is the most popular Clutch of today. Why? Because every owner is a Booster. One Beyl Clutch in a new field resells itself many times.

The New Beyl with its Hyatt Industrial Roller Bearing Sleeve is described in "Motorize Correctly." Write us for your copy. It tells how the Northwest is now eliminating Friction and Fire Hazards. The method is thoroughly endorsed by every Insurance Company interested in an elevator.

Link Belt Supply Co.

Minneapolis - Minnesota

*Manufacturers of Hyatt Equipped
Grain Elevator Transmission*



SIDNEY

ROLLER-
BEARING
CORN
SHELLERS

SAFER TO OPERATE
INCREASED DURABILITY
DEMAND LESS ATTENTION
NEVER-ENDING LIFE
EVERY BEARING SELF-ALIGNING
YOUR POWER BILL REDUCED

DON'T WAIT—WRITE TODAY

Let our representative show you

The Sidney Grain Machinery Co.

Manufacturers and Jobbers of

COMPLETE MILL and ELEVATOR EQUIPMENT

SIDNEY, OHIO

Successors to THE PHILLIP SMITH MFG. CO.

Do Not Take Chances

on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold Bushels of at cents per bushel, to grade No. to be delivered at on or before They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering each load delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15. Weight 1 lb.

Triplicating book is same as 10 DC and contains 100 additional copies of the contract printed on strong tissue and 4 sheets of dual faced carbon. Order Form 10 TC. Price \$1.40. Weight, 21 ozs.

Grain Dealers Journal

309 South La Salle St.

Chicago, Ill.

**If
You
Handle
Coal**

It will pay you to become a regular reader of

THE RETAIL COALMAN

and learn what successful retailers are doing to make their business more profitable. A newsy, snappy magazine full of practical ideas and suggestions that will make you money.

Send \$1.50 for a year's trial subscription. Your money cheerfully refunded if not entirely satisfied.

THE RETAIL COALMAN

1223 Monadnock Block

Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

IOWA—20,000 bu. elevator and coal sheds, priced to sell. Good outfit. Address H. R. Kiefer, Stanley, Iowa.

ILLINOIS—Elevator and annex for sale, 200,000 bu. annually; on main line C. B. & Q. R. R. A money maker. Must dispose of same immediately. First National Bank, Galva, Ill.

ILLINOIS—Grain elevator and buildings 250,000 bu. annually; located on Santa Fe. Money maker. To settle estate; only \$11,000. Better hurry. Merriner Land Co., Streator, Ill.

NEBRASKA—modern 25,000-bu. elevator for sale, located in best town in north central part of state. Crop conditions wonderful. If interested write The Cornbelt Lumber Co., Lincoln, Nebr.

SO. DAKOTA—20,000 bu. Elevator, flour and feed house; electric power; built new in 1920. Now doing good business—excellent reasons for selling at sacrifice figure. Address 58L21, Grain Dealers Journal, Chicago, Ill.

EAST CENTRAL OHIO—Elevator for sale, 30,000 bushel capacity; on CCC & St. L.; good crop territory where prospects are good; good coal trade. Reasonable terms. Address 58L24, Grain Dealers Journal, Chicago, Illinois.

N. ILLINOIS elevator for sale; small country village, own ideal location, on business lots; ample size, 14 bins; lumber, coal, seed and bldg. supplies. Stock clean. Rich territory. Credits and competition good. Holcomb-Dutton Lumber Company, Sycamore, Ill.

NEBRASKA—Small Lumberyard and good up-to-date elevator; no competition; good crop prospects; good school. Located on Burlington railroad. Also two iron-clad up-to-date elevators and coal sheds in nearby territory. Address 58L13, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—Two Modern Country Grain Elevators doing good business shipping corn, oats, wheat, hay and straw, selling coal and feed, etc. Excellent farming territory; good location; good railroads and good schools. Priced right for quick sale. Write Pollock Grain Co., Middle Point, Ohio.

NEBRASKA—Terminal elevator in Lincoln for sale; 90,000 bu.; reinforced concrete construction, earning lowest insurance rates; electric power; grain drier; modern in every respect; favorable trackage all roads. This is a rapid handling, economically operated elevator located in one of the best grain producing sections. No incumbrance; liberal terms of payment. Address Mrs. J. S. Ewart, 2727 "P" St., Lincoln, Nebr.

IOWA—For sale, modern, well equipped 20,000 bushel cribbed grain elevator, with plenty of buildings and convenient trackage to handle the large coal, flour, feed and grain business of the present company. Also large two-story brick office and salesroom, all conveniently located near the center of Grinnell, a college city of about 5,000 in central Iowa. Total sales and purchases last year over a quarter of a million. Have been doing a cash business for the last four years. Reason for selling, a very large number of stockholders have moved from the farm or left the community and not directly interested. Farmers Elevator Company, John Evans, Secretary, Grinnell, Iowa.

ELEVATORS FOR SALE.

IOWA—35,000 bu. Grain Elevator with coal and feed business for sale; good crop territory. Address 59P11, Grain Dealers Journal, Chicago.

SOUTHERN MICHIGAN — Grain Elevator, coal, feed business; good territory; reasonable. Write 59N8, Grain Dealers Journal, Chicago, Ill.

IOWA—25,000 bu. cribbed grain elevator, feed mill and coal bins for sale. Good condition; excellent territory. Address 58H4, Grain Dealers Journal, Chicago, Ill.

INDIANA—Elevator; coal, feed and grain business for sale; good plant; good location; no competition; capacity 18,000 bus. Priced right. Write 59N6, Grain Dealers Journal, Chicago, Ill.

CENTRAL NEBRASKA—Grain elevator with modern bungalow. Elevator 12 M capacity, cribbed, in "A I." condition. A good going business; crops never better. Address 58M16, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Two elevators with two modern bungalows and 20 acres of timber pasture located four miles south of Heyworth, Ill., on the ITS railroad. An ideal location for father and son. For particulars communicate with Joseph Arnold, Wapella, Ill.

NORTHERN ILLINOIS—20,000 bu. cribbed ironclad elevator, in cream of grain growing Winnebago Co., 8 mi. from Rockford; residence and general store in connection. Active sidelines, coal, feed, livestock, etc.; excellent drawing range. L. N. Bowman, Winnebago, Ill.

MICHIGAN—Line of 3 grain elevators in exceptional grain territory. Coal and other side lines; no competition; established twenty years; turnover more than \$200,000 and profits over \$15,000 annually. Business offered for sale account of disagreement of partners. Address 59N7, Grain Dealers Journal, Chicago, Ill.

SOUTHERN KANSAS — Two elevators for sale. One 12M and one 4M bus. capacity, in good wheat country and lots of wheat in bins; good schools and churches, and good feed and coal business; both elevators handled from one place. Reason for selling—other business. Address 59P10, Grain Dealers Journal, Chicago, Ill.

NOTICE OF RECEIVER'S SALE.

Notice Is Hereby Given that under an Order of the District Court for the Third Judicial District of North Dakota, in and for the County of Emmons, dated July 18th, 1927, the building or grain elevator, together with all the machinery, furnishings, supplies, implements and all property used in connection with the Braddock Elevator Company, a corporation of Braddock, N. Dak., will be sold by the Receiver of said Braddock Elevator Company, at private sale to the highest bidder for cash, at the office of the Braddock Elevator Company, in the Village of Braddock, N. Dak., on Monday, the 22nd day of August, 1927, at the hour of 2 o'clock in the afternoon.

All bids are to be sealed and in writing, and left with L. G. Scheeler, Receiver of said elevator, at the Village of Napoleon, Logan County, North Dakota, accompanied with a certified check in the amount of \$1,000. Upon confirmation of said sale by the District Court the balance of said bid shall be paid in cash.

The Receiver reserves the right to reject any and all bids.

L. G. SCHEELER,
Receiver of the Braddock Elevator Company,
a corporation.

ELEVATORS WANTED

WANT ELEVATORS in exchange for large farm near Chatsworth, Illinois; good corn and wheat territory. Address 59P12, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR FOR SALE OR RENT

EAST CENTRAL ILLINOIS—35,000 bu. well equipped grain elevator; one other privately owned elevator at station. Annual business of station about 500,000 bushels. Address 59P9, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

BUSINESS OPPORTUNITIES.

MICHIGAN—Coal, Feed, Grain and Produce Business for sale; established 20 years. John Leeder, Gobles, Michigan.

SOUTH CENTRAL NEBRASKA grain and lumber business for sale. It will pay you to investigate. Address 58L25, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—30 miles west of Chicago, coal, feed, oil, flour and grocery business; excellent business established in coal; 1926 sales \$52,000; also two residences. Address 59P2, Grain Dealers Journal, Chicago, Ill.

COLORADO—Bargain foreclosure sale. Flour and feed mill; fireproof construction, everything like new; feed mill, elevator, bean cleaner, wagon boxes, trackage, electric power; modern in every respect. First Mortgage Bond Co., 1815 California St., Denver, Colo.

FLOUR MILL FOR SALE.

FOR SALE—Shelby, Ohio, new concrete reinforced, seven story mill. Full particulars upon application. Address W. F. Miller, care of Hotel Southern, Columbus, Ohio.

NORTHEASTERN KANSAS — Flour Mill; capacity 150 bbls.; storage capacity 15,000 bu.; crib capacity 10,000 bu. ear corn; also warehouse for coal, hay, etc., equipped for handling wagon grain. Good proposition for some practical miller who wishes a small mill. Can be bought on reasonable terms. Present owner in position to take portion of yearly output. Address 58L29, Grain Dealers Journal, Chicago, Ill.

A RARE BARGAIN—50-bbl. flour mill, Sprout-Waldron make; both water and electric power; new concrete dam; complete buckwheat mill, 22-in. attrition mill, corn mill; room for 9,000 bushels of grain in mill; two trucks; everything in good shape; located at Warren, Indiana, on Nickel Plate R. R.; good town of 1,800; warehouses are all equipped for feeding hogs; one of the best locations in Ind.; will sell one-half interest to a good mill man with references, or will sell outright; part payment down, good time on balance; reason for selling; am not a miller. For further particulars write M. J. Anderson, Warren, Ind.

MILL FOR RENT

Indianapolis, Ind.—Mill building, fire-proof construction, 50,000 sq. ft. floor space; adequate railroad facilities; will lease all or any part. Cheap.

FAENDER REALTY CO.
Indianapolis, Ind.

FEED MILL FOR SALE.

OHIO—Flour and Feed Mill for Sale; can handle grain, coal and other side lines. Power, 30-h.p. gas engine. Good town; excellent farming and dairy country. Troy Feed Mill, Troy, O.

SITUATION WANTED

WANTED—Position as grain buyer in Farmers Elevator; can give references. White 304 West Broadway, Williston, N. Dak.

POSITION WANTED as manager of elevator, farmers or line Co. 18 years' experience; age 38. Address Fred F. Current, Hindsboro, Ill.

POSITION WANTED—A real manager, educated and experienced wants connection with a good grain company. If elevator company prefer western Iowa. Address 58M12, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED—as manager of Line or Farmers Elevator; can talk German, 17 years experience; understand grain business; can come at once; prefer Illinois. Address 59P8 Grain Dealers Journal, Chicago, Ill.

POSITION wanted with grain elevator by young man of good education who has had a number of years experience and understands the grain business. Iowa or Illinois preferred. Can furnish best references. Address 58M19, Grain Dealers Journal, Chicago, Ill.

WANTED—Young married man wants position as elevator manager in Nebraska or Iowa preferred. Three years elevator experience and five years with inspection department of Omaha Grain Exchange. Can furnish best of reference. Address 59P6, Grain Dealers Journal, Chicago.

SUPERINTENDENT — Want position with terminal elevator company as superintendent of elevator or as general superintendent of elevators; have all necessary experience. Last position, superintendent of C. & N. W. 10,000,000 bus. elevator at So. Chicago. P. A. Grotevant, 329 S. Turner Ave., Chicago, Ill.

WANTED—Executive position by man with 15 years' experience as manager of country elevators; 4 years as public accountant; 5 years as department head in office routing and shipping from over 60 stations in Nebraska. Competent to handle any size business and furnish Bond. Address 59N11, Grain Dealers Journal, Chicago, Illinois.

POSITION wanted with Farmers Elevator as helper or Ass't Manager; am experienced; good judge of grain, and bookkeeper; am not afraid of any kind of work connected with the elevator; my work will be satisfactory to the most particular; am 40 years of age, speak American and Scandinavian; married. Address 59N4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED — What have you to offer a man with ability and 14 years of actual experience handling grains and sidelines; who understands hedging, bookkeeping and renders a balance sheet and profit and loss statement end of each month's business; clean, honest and reference furnished. If interested write 59P4, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FAIRBANKS—6 ton, type registering wagon scale for sale; price \$100.00 cash f. o. b. cars. R. A. Maarsingh, Lanesboro, Iowa.

RICHARDSON Automatic Scales, 4 to 8 bu capacity for sale; fine condition. Also R. R track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FAIRBANKS Automatic scale, 4 bushel; latest. 5 Bushel Avery Automatic grain scale; reason for selling, larger scales; both scales in excellent condition. Thomas Brothers, Ashton, Idaho.

HELPFUL BOOKS FOR CARLOT

GRAIN HANDLERS.

Clark's Decimal Wheat Values cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 50 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvas. Weight 12 ozs. Order Form 33XX. Price \$2.00.

Clark's Freight Tables: Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50½ cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 56, 48 and 32 pounds. Price 25 cents.

Shipping Notices Duplicating: A convenient form for advising receivers of the kind, grade and weight of grain shipped.

Fifty white bond originals, machine perforated, easily removed without tearing, and 50 manila duplicates, bound in heavy hinged press-board covers, with two sheets of carbon, size 5½x8½ inches. Order Form 3SN. Price 75c. Weight 8 ounces.

Confirmation Blanks, Triplicating, will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of dual faced carbon, size 5½x8 inches. Order Form 6CB, 90 cents. Weight 9 ounces.

Leaking Car Report Blanks bear a reproduction of a box car and a form showing all points at which a car might leak, thus facilitating the reporting specifically places where car showed leaks at destination. One of these blanks should be sent with papers for each car with the request that it be properly filled out and returned in case of any signs of leakage. Printed on bond, size 5½x8½ inches, and put up in pads of 50 blanks. Order Form 5. Price 40c a pad; three for \$1.00. Weight 3 ounces.

Clark's Double Indexed Car Register gives ready reference to the record of any car. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left being numbered 0, 1, 2, 3 and 4, while columns on the right are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record." The marginal index figure which is repeated in upper corner of each right hand page represents the right hand or unit figure of the number entered, while the column heading is the second or tens figure. The required number can be instantly found if properly entered. Form 40, with space for 12,000 cars, \$2.50. Form 42, with space for 21,600 cars, \$3.25.

GRAIN DEALERS JOURNAL

309 So. LaSalle St., Chicago, Ill.

SCALES WANTED.

WANTED—Weighing automatic scale for use in recording the wheat from our elevators to the mill. Carr Mfg. Co., Hamilton, Ohio.

WANTED—Richardson Net Weigher 100 pound Bagging Scale. Address 58M2 Grain Dealers Journal, Chicago, Illinois.

ENGINES FOR SALE

FOR SALE—John Lauson 40 h. p. kerosene engine in good condition. Reason for selling; Electric power installed recently. A bargain. Willshire Equity Exch. Co., Willshire, O.

MOTORS FOR SALE.

WAGNER Motor, 15 hp., complete, in A-1 condition, \$150.00 if taken soon. Address Rockwell City Elevator Co., Rockwell City, Iowa.

The Mayfair

St. Louis U.S.A.

Last word in hotel construction and service.

RIGHT in the center of business and theatre districts, and convenient to all railroad, street car and bus lines.

Has the quiet refinement of an exclusive club.

Everyone of its 400 rooms has a bath. Circulating ice water, large closets, bed lamps, morning paper under the door, and other unusual features.

Rates from \$3.00

price posted in each room

Charles Heiss
Managing Director

an Hotel of Distinction



KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm

Capacity of Elevator

Post Office

State

SEEDS FOR SALE—WANTED

North American Seed Co.
MILWAUKEE, WIS.

**CLOVERS—TIMOTHY
ALFALFA**

Get our samples and prices before buying

LOUISVILLE SEED COMPANY, Inc.

Louisville, Kentucky
Buyers and Sellers of All
Varieties of Field Seeds
Headquarters for Redtop Orchard
Grass and Kentucky Blue Grass

Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA

Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

CORNELI

Seed Company

Saint Louis, Missouri
FIELD—GRASS—GARDEN SEEDS
Weekly Price List on Request

L. TEWELES SEED CO.

Distributors of
BADGER BRAND SEED
Milwaukee, Wisc.

WE SPECIALIZE IN

**ALFALFA BLUE GRASS
SUDAN MILLET and CANE**

WRITE FOR SAMPLES AND PRICES
RUDY-PATRICK SEED CO.
Kansas City, Mo.

COURTEEN

Seed Company

Weekly Price List on Request.
Milwaukee, Wis.

KELLOGG
SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

**BUCKEYE BRAND
FIELD SEEDS**

Strictly No. 1 Quality
The J. M. McCullough's Sons Co
CINCINNATI OHIO

Every time you mention the
GRAIN DEALERS JOURNAL
to an advertiser, you
help to make it bigger and better.

ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder,
Seeds, Sudan Grass, Soy Beans, Cow Peas
St. Louis, Missouri

Abreast of the times

Grain dealers who keep abreast of the times know what the millers who buy grain are thinking and doing. This information can best be obtained by reading

THE MILLERS REVIEW
and
DIXIE MILLER
Atlanta, Ga.

A MONTHLY JOURNAL DEVOTED TO MILLING, FLOUR, GRAIN

Sample copies to interested parties upon request

43 years young; subscriptions \$1.00 a year

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.

We have induced reliable advertisers to talk to you.
If they interest you, mention that you saw it in The

Grain Dealers Journal

Made Possible by Timken Thrust Capacity

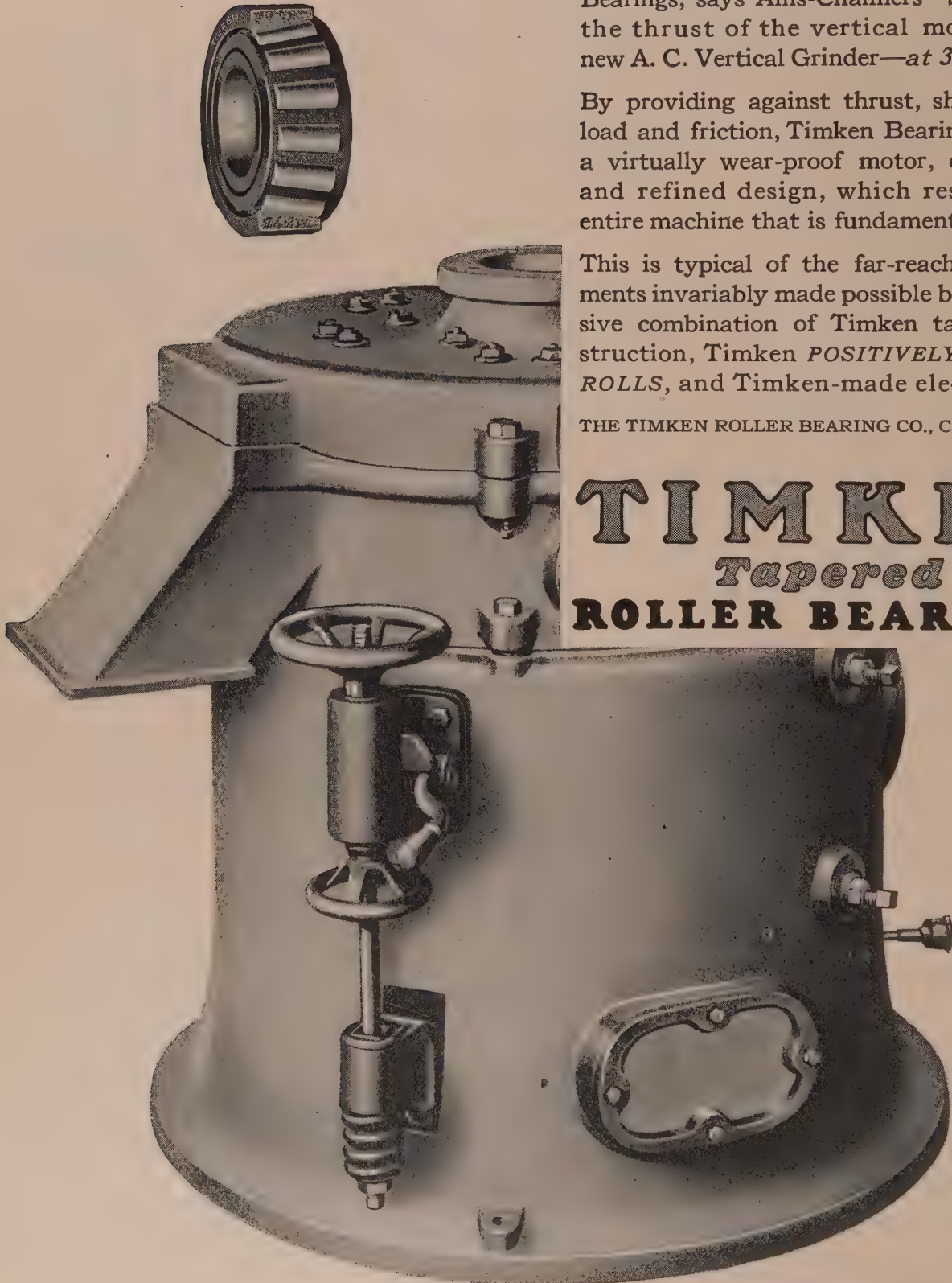
Vertical grinding is made possible by Timken Bearings, says Allis-Chalmers—by carrying the thrust of the vertical motor in the new A. C. Vertical Grinder—at 3600 r. p. m.

By providing against thrust, shock, radial load and friction, Timken Bearings produce a virtually wear-proof motor, of compact and refined design, which results in an entire machine that is fundamentally better!

This is typical of the far-reaching betterments invariably made possible by the exclusive combination of Timken tapered construction, Timken *POSITIVELY ALIGNED ROLLS*, and Timken-made electric steel.

THE TIMKEN ROLLER BEARING CO., CANTON, OHIO

TIMKEN
Tapered
ROLLER BEARINGS



GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 20c.

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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, JULY 25, 1927

MICHIGAN WHEAT growers are obtaining such unusual yields of heavy choice grain that an increased acreage may be expected in that state next year.

TILE ELEVATORS recently held a contest with the wind, but up to the present writing have not established a creditable record as wind-resisting buildings.

NEBRASKA HAS not enjoyed a good crop for several years, but its 1927 crop promises to be so far ahead of its immediate predecessors that the memory of all the failures will be obliterated by the wonderful crop of 1927.

SELLING THE new corn crop for distant delivery is risky enough for any near-sighted prude who is averse to speculating in grain. The country buyer who insists on taking such long chances is surely in no position to denounce grain speculators.

THE HIGH STANDARD of living in the United States is largely due to lack of government interference with trade between the states. Freedom to ship and to sell or buy makes for large scale production and low costs, increasing the volume of goods to be divided among the people. A striking example of one form of barrier was a bill of lading for a car of coal exhibited at the International Chamber of Commerce at Stockholm, July 3. The car was shipped from Poland to Austria, with 14 inspections, causing an average delay of 3 hours for each inspection, reducing the running time of the train to 5 miles per hour.

ELEVATOR OWNERS who are so anxious to have their property burned that they resent suggestions from fire insurance inspectors for the correction of fire hazards are always much distressed when no longer able to buy a policy in one of the leading mutuals.

A LINSEED oil manufacturer who has paid the higher flaxseed rate on corn and oats mixed with the seed coming into his mill in all fairness is entitled to the coarse grain rate out on transit billing, having already been sufficiently penalized on the inbound movement.

CARBON monoxide, the poisonous gas arising from damp grain, which has asphyxiated so many operatives in large concrete elevators, came near to suffocating an employe of a Marshall, Okla., elevator who entered a pit Monday morning immediately after the house was opened and was overcome by the gas. It is safer to let the elevator air out in the morning before going below to work in damp grain. If the gas is not blown out you will breathe it to your great danger.

GOOD ROADS are spreading the receipts of the country elevator over a greater number of days during the season of grain movement; and the farmer expects the dealer to have up-to-date driveways, and dumps, so that he can enjoy the same dispatch at the elevator as he does on the road. At competitive points, the dealer having the best equipment, will get the trade. To the 560,000 miles of surfaced highways in the United States, there are being added 3,000 miles a year.

ANOTHER reinforced concrete elevator exposed by a wood elevator was badly damaged by the burning of combustible material contained. See Laurens, Ia., news item. Grain dealers who go to the expense of building a reinforced concrete elevator owe it to themselves to see to it that no wood or other combustible material is permitted to remain in the plant. Wood floors, machines, leg casings and wood forms at the top of bins greatly increase the fire hazards of the plant and should not be tolerated.

EXPERIENCE IS A most forceful teacher tho the most expensive one. Men in business who hear of the disastrous experiences of their fellow-dealers oftentimes forget and by ignoring the experiences of their neighbor court distressing disaster. Thoughtful dealers who read and study the experiences of others are able to profit by their brothers' experiences and escape the losses while those who never take any interest in what others are doing or have attempted to do must learn solely by the most expensive route, that of experience.

WHILE grain of different grades is most profitably marketed separately, yet there may be times when circumstance force a shipper to put good and poor grain together in the same car. If not bulkheaded, to avoid being penalized for a pocket of No. 4 wheat, the good and poor grain should be mixed uniformly thruout the load so that the shipper will get a grade of No. 2 or at least No. 3 on the whole load. The official rules for grading compel an inspector who finds a small part of the car to contain No. 4 to give the No. 4 grade to the entire carload.

LANDLORDS could save themselves much worry and trouble if they would take the precaution of one North Dakota landlord who called last week and asked for the names of all the regular elevator operators at stations near to his rented farms. He intends to take the precaution to notify the elevator owners against buying grain from his tenants until his rent has been paid. No country grain buyer will, knowingly, court trouble, and, when once notified, will surely be on the look-out for the tenant who has no right to sell grain covered by a landlord's lien.

THE REDUCTION of the corporation income tax to 10% is gaining supporters in Congress as well as among the taxpayers. The present tax of 13% of the corporation's net income is a rank discrimination against the corporation in favor of the individual or partnership. In fact some corporations now pay three times as much on a given income as an individual would pay on the same income, and what is more the stockholders pay another tax on account of the same earnings when they are distributed as dividends. Surely no fair-minded citizen can approve of such extortion.

COUNTY AGENTS and farm bureau representatives in some states are doing a scooper business to the disadvantage of their other work and to the greatly increased cost of the farmer patrons who buy their supplies. Merchants equipped with warehouses and elevators designed to handle expeditiously and economically grain of different grades can serve feeders much more efficiently and with less waste than any scooper or fly-by-night regardless of his previous training or business experience. The feeders who are patronizing such scoopers are paying dearly for the privilege.

AN OHIO dealer who handles several standard brands of feeds has adopted an advertising stunt for promoting sales that has proved quite profitable. Each night he will call up the most successful feeder on some line of rural telephone and discuss at length with him the merits of a certain feed and ask him many questions, knowing full well that the curiosity of all of this man's neighbors will urge them to listen in, so, in addition to asking for information, the shrewd dealer delivers his best sales talk in a more convincing manner than he could ever deliver it thru the medium of ink. He claims the cost is small, but the results are most gratifying.

DAMP, NEW WHEAT is never a desirable purchase and few elevator operators will take it in unless they have an ample supply of old wheat with which to mix it. It is quite encouraging to learn of two Michigan dealers, told of elsewhere in this number, who refused to bid on the same lot of new wheat because of its excessive moisture. It was fairly clean and tested 57 lbs., but had been threshed seven days after cutting, and on three of these days it rained. If all country buyers would refuse to take chances with unmerchantable grain, farmers would soon offer less of it. Shippers who do take in damp wheat will increase their chances of collecting for it by shipping it quickly to the nearest mill or market having a drier.

EARNINGS of the farm industry in the United States for the crop year 1926-1927 averaged 4.2 per cent on all the capital employed, whereas the earnings of corporations on their capital investment were 13 per cent in 1925, according to the U. S. Treasury Department, which estimates that about the same percentage will be shown for 1926. This indicates that the real farm problem is one of adjustment. More men should transfer their activities from the farm to the shop, to reduce the crops to the point where they will sell for more money. The hired men may be aiding in this adjustment by leaving the farm, since the wages paid to hired hands increased 2 per cent.

THE CHANGES in the McNary-Haugen bill suggested in the resolutions adopted July 15 by the Northwest Farm Conference at St. Paul would permit the president to select the nominees for the federal board to stabilize prices instead of having them chosen by farm organizations, and would make the bill general instead of specifying any farm product to be favored. The two changes are significant. If the president names the Board he will probably choose practical men having some reputation for sound judgment in matters economic. Such men might be expected to report that the whole scheme is impracticable; and might be expected to find no reason to favor one farm product over another.

FAKE RAILWAY employes have collected sufficient graft from patrons of the railroads to win the attention of the Committee on Public Relations of the Eastern Railroads, who have published a warning against such intimidation, and declaring, unequivocally, that railroad service will in no wise be affected by a shipper's decision as to advertising or contribution to so-called railway employes' publication. It will be remembered by close readers of the Journal that an Illinois shipper who was so imposed upon complained of this graft on page 660, of the Journal for June 10, 1927. Each shipper who submits to intimidation encourages the grafters to prey upon others. The sooner the names or pictures of the impostors are obtained by the railroads whom the grafters claim to be working for, the sooner will they be able to place a check on this vicious practice.

DAMAGES in the amount of \$716.50 was recently assessed against an elevator firm at Earlville, Ill., in favor of a farmer who contracted to sell on April 20, 1925, 1400 bushels of corn at \$1.20 per bus. The elevator operator instead of notifying the seller immediately that the employee who made contract with grower had no authority to contract purchase, simply refused to accept the corn when tendered. The farmer sold corn elsewhere and a jury assessed the difference between the price at which the farmer sold his corn and the price at which he had contracted for sale to the defendant. A written contract is always safer and better for both parties because each should have from the reading of the contract a clear understanding of what is intended and expected by the other party to the contract. Any verbal amendments to the contract have no standing in court, so it is easy for either party to prove the contract.

Do You Want Protection from Lightning?

Lightning losses on grain elevators so far this month would pay for the installation of standard lightning protection on all of the elevators insured in the Mutual Companies. No elevator owner has ever denied the existence of the lightning hazard and we have yet to learn of a grain elevator equipped with standard lightning protection which has been struck by lightning, so there seems to be no excuse in any elevator going without lightning protection and in keeping its lightning equipment up to standard.

The Michigan man who ran across the street during a heavy thunder storm and stood under the lean-to with his wet hand against the ungrounded iron siding proved to all witnesses that electricity would find the ground if given half a chance. The man was quickly electrocuted. When elevator owners profit by his sad experience, all iron-clad elevators will be grounded, in keeping with the requirements of the Mutual Fire Prevention Bureau, property losses will be reduced, and the lives of elevator operators safeguarded.

No elevator owner enjoys working in the high elevator during a heavy thunderstorm, yet he knows it will not be struck by lightning if equipped with standard lightning protection.

The Annual Cut-Off.

Some grain elevator operators never check up their grain business with an annual cut-off so they are uncertain whether they are making a profit on the grain handled. The cautious dealer will not only take an annual cut-off, but before he starts to handle a new crop will always have his scales and house carefully inspected to make sure scales are not weighing against him or house leaking.

Then he will also check up to make sure that his expected profits were not sacrificed to misgrading and discounts. Many dealers who have insisted that they always realized a profit from every shipment have been amazed when an experienced auditor shows them that certain profits had been wiped out by charges of which they did not take note such as taxes, interest, insurance, loss in transit, dockage and discounts. The elevator man who keeps close track of each item of expense is soon amazed by the large aggregate of little things contributing to his total cost.

The dealer whose books show exactly what each penny is paid out for during the year can quickly discover what is standing between him and a profitable business, and if he is master of the situation he will correct expensive practices and reduce expenditures so as to insure his expected realization of a profit or else he will buy on a wider margin and make his profit surer and safer.

The elevator operator who insists on having time to analyze his grain business will generally plan next season's business so as to insure a profit. The man who permits his business to drive him so furiously each day that his entire time and energy is utilized in handling immediate problems seldom gets time to plan for the future. Devoting all his time to the day's business he has neither time or strength to plan for the adoption of better methods or the discovery and correction of bad practices. He simply drifts. A successful manager drives his business the way he wants it to go—the way it is to his advantage to have it go.

Dealings in Organized Markets Should Be Confined to Members.

The advantages of doing business with Exchange members in organized markets are so favorable we are puzzled to know why shippers persist in having any dealings with the non-members in such markets. The Grain Exchange is nothing more than a well regulated trading place and the members enjoying the privilege of trading on the Exchange floor are bound by rules and regulations to conduct their business honorably, fairly and in keeping with the rules and regulations of the organization. The benefits attained by confining all trades to members are so well recognized by the trade that few experienced dealers will consider trading with a non-member in an organized market.

The natural result is that few brokers, receivers and commission men attempt to do business in an organized market without becoming a member of the regular Exchange. The rules of all of the Grain Exchanges are designed primarily to insure fair dealing and most of the organizations require the arbitration of trade differences and disputes so that settlement of controversies is not entirely dependent upon the whim of the receiver having the balance due a shipper or a buyer. No dealer of responsibility can afford to do business in an organized market with any dealer other than a member of the Exchange and long experience proves that the shipper who does wander from the regular trade on such occasions is courting loss. The receiver who fails to make good on his contracts soon loses his membership.

Pool Agitators Thrive on False Statements.

False statements and half truths are the stock in trade of agitators who are itching to get their hands on the farmers' grain or pocketbook. If they can make the farmer believe the established marketing agencies are defrauding him so much easier is it to get the farmer to experiment with the new scheme that will give salaries and graft to the promoters.

The pool agitators are careful not to name any individual as being the crook. By making general statements they avoid suit for damages for libel that could be brought by any named individual or corporation. Hence it is that these calumniators of the grain trade are seldom or never brought to book.

It is gratifying that in one instance, recently, an investigation by the Canadian Grain Commissioners into charges that the terminal elevators were fraudulently mixing wheat and foisting low grades upon buyers disclosed that the charges were without foundation. That instead of being perpetrated by a regular elevator the fraud, if any, was committed by a Pool Elevator, as fully reported elsewhere in this number.

The superintendent of the Pool Elevator, it was claimed by the director of the Pool, took damp, rejected, sprouted, tough, smutty, durum and feed wheat and made good No. 3 Northern out of it.

It is sad reflection on the merits of pool marketing schemes that they can not exist without fraud and deception. Is the margin of profit in the regular grain business so narrow that a Pool can not exist in competition with the regular dealers without resorting to some deception in the calculation of the returns to the farmer on pooled grain, false statements about the regular dealers, or actual crookedness in the elevators controlled by the Pools or marketing companies?

Tolerances on Grain Weights.

The position of the courts thru all these years that a carrier must deliver all the grain entrusted to it for transportation is not one that has appealed to railway claim departments. Illinois has an age-old statute affirming the principle that a carrier must deliver the full weight of grain without deduction.

In all suits brought for shortage in transit the courts have held that the weight at point of origin is better evidence than weight at destination. Nevertheless the claim agents have continuously sought to ignore the law and the courts. One of their devices is the "scale tolerance." Another "natural shrinkage." Scale tolerances have no standing in the courts and the claim agents know it.

Now the carriers by a hearing to be held at Chicago Aug. 9 contemplate formulating a schedule of tolerances that by filing with the Interstate Commerce Commission as rate tariffs are filed, can be given a flavor of legality by acceptance by the too complaisant Commission, just as the Commission has accepted tariffs of the telegraph companies limiting their liability.

What the courts think of "tolerances" is shown by the decision of the Supreme Court of Iowa on June 21, 1926, reported in the Journal Aug. 10, following. In that case the railroad company contended that as the variation in scales would run from 500 to 1,000 lbs. in weighing a carload of coal at least 1 per cent should have been deducted for what it termed "scale tolerance." Also that cars of coal lost 1/2 per cent to 4 per cent by evaporation. The court threw out both the "tolerance" and the evaporation, allowing the shipper his claim, which was \$10 to \$30 per car on 5 cars.

A car of grain passing from the dry atmosphere of Colorado or Western Kansas might gain by absorption of moisture 400 pounds in weight on arrival at the seaboard; but if 500 pounds of grain leaked out in transit the shipper could recover nothing, as the difference between his loading weight of 80,000 lbs. and the cutturn of 79,900 lbs. would be only 100 lbs. which would be taken away from him by the deduction of 1/3 of 1 per cent for "natural shrinkage," when in his case there was no actual natural shrinkage. It is unfair to shippers to assume that grain invariably shrinks in transit when it does not.

With regard to "scale tolerances" the court said in the Iowa case, "The law of probabilities would tend to distribute the shortages or overages equally on each side of the correct line."

CUSTOMERS who are in the habit of being guided solely by price in their purchases will enjoy a recent crystallization of the convictions of a price buyer. He writes, "There was never anything made, but what some one could make it worse and insist on selling it for less." The customer who perversely classifies all merchandise by the selling price is doomed to a world of disappointment. In this day of improved merchandise quality products cost more to produce and are worth more to the user. The grain dealer who handles sidelines is surely convinced of this if he studies the quality characteristics of the products he handles.

Buying Grain Covered by Lien of Sale of Land Contract.

The Supreme Court of North Dakota, on June 1, 1927, affirmed the decision of the District Court of Griggs County against the Woodworth Elevator Co., and in favor of Halvor P. Hammer, plaintiffs, giving judgment for grain valued at \$775.44, bought by the elevator company at Cooperstown, N. D., of Edmund M. Culver.

Plaintiffs allege that they were the owners of certain real estate, and on July 15, 1922, sold the same to one Edmund M. Culver, under a written contract for sale, whereby the said Culver was to pay the sum of \$9,141 for the land, by paying \$1,000, December 1st, in each of the years 1922 to 1929, inclusive, and the remainder in 1930, "with interest at 6 per cent per annum, payable annually December 1st each year, and to pay all taxes *** beginning with the year 1922," etc. The contract further provided that:

"For the purpose of securing the payments heretofore agreed upon *** all grain raised *** during each and every year covered by this contract shall be delivered by the party of the second part (Culver) free of expense at the elevator nearest such land *** in the name of the party of the first part (the plaintiffs) *** and the proceeds applied to the payment, first of any taxes or past due interest *** and the balance on past due principal. ***"

It was further agreed between the parties to the contract:

"That the title to and ownership and possession of all said grain shall remain and be in the party of the first part until all the covenants herein are complied with."

Plaintiffs further allege that during the year 1925 and during the life of the contract, wheat, flax and oats were raised on said land and the grain was delivered to and received by the defendant; that plaintiffs were the owners of said grain, and on the 30th day of January, 1926, made demand upon the defendant for the delivery of the grain, and the same was refused; that the value of the grain was \$775.44, and that at the said time the said Culver was in default to them under his contract in a sum in excess of \$3,000.

Judgment was given for \$526.48 and costs, and the elevator company took an appeal, alleging that the land sale contract was cancelled by notice Feb. 2, 1925, but the court held that, under the North Dakota statute:

The vendee had one year after the service of notice to make good his default, and that year would not expire until the end of 1925 or February, 1926. The plaintiffs evidently considered that the year would not expire until February 5, 1926, as this is the date they set forth in their notice. Until that period at least the contract was in force.

It is the contention of the defendant that this action on the part of the plaintiffs cancelled the contract and that no crop raised after the service of the notice of cancellation belonged to the plaintiffs; but that it belonged to the said

Culver, and all the recourse the plaintiffs had against him was a right for rents and profits.

Culver remained in possession of the land under his contract and raised the crop involved in this action. There is no proof as to whether the contract was ever terminated or that Culver ever surrendered possession, but the arguments proceed on the assumption of such surrender after the crop was harvested and sold.—214 N. W. Rep. 251.

Storage of Grain Held Bailment.

The Supreme Court of Kansas on June 11, 1927, affirmed a judgement of the district court of Harper County, Kan., in favor of Joe Zuber against Jessie Minshall, administratrix of the estate of A. B. Minshall, who operated a grain elevator at Ruella at the time of his death, Feb. 13, 1925.

Zuber hauled 1,268 bus. of kafir corn to the elevator in January without specific arrangement as to the care and custody of the kafir corn. It was mingled with other kafir corn; and after the death of Minshall the probate court ordered the shipment and sale of the 891 bus. on hand. Minshall had before his death and after Zuber's delivery, shipped out a carload of kafir.

The court held that "the claimant is entitled to receive from the estate of A. B. Minshall the net proceeds of the kafir corn sold by order of the probate court in the above sum of \$726.24."

"Here, there was no arrangement, contract, or understanding by which A. B. Minshall might do anything other than return kafir corn. 6 C. J. 1097, says: 'Where grain is deposited in an elevator or in a warehouse on an understanding, express or implied, that the warehousemen may mix it with other grain of like quality, and shall return to the depositor the amount of his deposit out of the mass which is to be kept good to that extent, the various owners of the grain are tenants in common, and the transaction is a bailment.'—256 Pac. Rep. 806.

Official Inspection in Evidence.

The decision of the McLennan County Court in favor of the Clement Grain Co., Waco, was reversed May 19, 1927, by the Court of Civil Appeals of Texas on the ground that the railroad company should have been permitted to introduce as evidence the certificate of the Waco Grain Exchange showing "excess moisture" in the car of corn before it was intrusted to defendant Houston & Texas Central Railroad Co. for transportation, the theory of the railroad company being that the corn could not have been in good condition at the time it left Waco.

The corn was purchased by plaintiff from a grain company at Grinnell, Mo., was two weeks in transit from there to Waco, remained on track there 4 to 10 days, and was rebilled to Barnum, Tex. In transit the car was wrecked, some of the corn spilled on the ground where it remained two days, was reloaded in another car and sent on to Barnum, where the buyer refused it on the ground that it was wet, musty and in very bad condition. The car was rebilled to Waco at the instruction of the Clement Grain Co. and sold, after which the Clement Grain Co. brought suit for the difference in the sale price and the original market price, alleging that in its original condition the corn was worth \$1.10 per bushel and in its damaged condition not more than 40 cents a bushel. The railroad company was given a new trial.—295 S. W. Rep. 234.

The Salutation of The Dawn

Listen to the Exhortation of the Dawn!
Look to the Day! For it is Life—
The very Life of Life!
In its brief course lie all the Verities
And Realities of Your Existence!
The Bliss of Growth,
The Glory of Action,

The Splendor of Beauty.
For Yesterday is but a Dream
And Tomorrow is only a Vision.
But Today, well lived,
Makes every Yesterday a Dream of
Happiness,
And every Tomorrow a Vision of Hope.
Look well, therefore, to this Day!
Such is the salutation of the Dawn!

—From the Sanscrit

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Who Is to Blame for Black Rust Scare.

Grain Dealers Journal: Who is it that starts the black rust scare every year while the winter wheat millers are busily engaged filling their storage bins with the choicest of the hard winter wheat? Of course it boosts the price on the millers, but who is to blame?

Ans.: It is easy for crop experts to find evidence of black rust in the spring wheat fields during June and July, but it seldom does much damage to the growing grain.

Premium on Non-Leak Grain Door?

Grain Dealers Journal: I am asking for information about a premium offered for a non-leak grain door. I was told by a railroad man that there was an offer made either by the Grain Dealers Ass'n or the Grain Dealers Journal. I have a pattern and would like to get some action on the matter, and will gladly accept advice.—Bert Bean, Terre Haute, Ind.

Ans.: We know of no premium being offered for a non-leak grain door, but believe the Grain Door Reclamation & Coöperage Co., which is maintained by the railroad companies, would be much interested in such an invention. The company has offices in the Transportation building, Chicago, Ill.

What Is Correct Pitch for Spout?

Grain Dealers Journal: We are figuring on putting in a new loading spout and were wondering if you could inform us what degree pitch the spout should have. Would a 6-in. spout be large enough to carry the grain from 7 by 12-in. cups, 14-ins. apart? We have an 8-in. spout in now, but do not think it needs to be that large.—H. E. Robinson, Emington, Ill., per Harland D. Robinson.

Ans.: The 8-inch spout is the correct size. The pitch depends upon the kind of grain, oats requiring more, and flaxseed less. The minimum is 12 inches run to 8 inches rise. The 8-inch spout provides ample space for the air displaced by the falling grain to escape. The smaller spout would not give satisfactory results.

Penalty for Sale of Grain Covered by Lien?

Grain Dealers Journal: Is not there a law in Indiana that provides a jail term for farmers who as tenants sell the grain without giving the grain dealer notice of the lien for the dealers protection?—Indiana Dealer.

Ans.: Such a law was enacted in 1907 and went into effect Feb. 25, 1907, and is still in force. Altho there may have been no prosecutions under this law it is valuable as a deterrent to crooked tenants. It should be posted in the elevator so farmers may read it. The law follows:

Section 2487. Crops, Landlord's Lien, Sale.—1. Whoever unlawfully sells or disposes of any grain or other farm products upon which there is a chattel mortgage or landlord's lien, without giving notice in writing, to the purchaser that such lien exists thereon, or whoever before or after maturity of any crops sells or agrees to deliver to any person, firm or corporation any grain or other farm products, and receives an advancement from such person, firm or corporation, in money or other thing of value, on account of such sale, and after the maturity of such grain or other farm products sells and delivers such grain or other farm products to any person, firm or corporation, other than such purchaser, without first refunding the advancement so received thereon, shall be deemed guilty of a felony, and upon conviction thereof shall be imprisoned in the state's prison not less than one year nor more than three years, or fined in any sum not exceeding one hundred dollars (\$100.00) or both.

Dressing for Leather Belts?

Grain Dealers Journal: A few years ago the Journal published a leather belt dressing to be used after washing. We would like to know what it is.—Stiefel & Levy, Avilla, Ind.

Ans.: The recognized leather belt dressing is neatsfoot oil. The mill supply dealers have a special dressing prepared on a neatsfoot oil base which has superior penetrating qualities.

Transportation Charges on Grain Doors?

Grain Dealers Journal: What is the rule for charging for transportation on grain doors when used for loading bulk grain? Also advise the same rule that will apply on grain doors when used in loading sacked grain.—Clark Milling Co., Augusta, Ga.

Ans.: There is no charge for transportation of grain doors when used for loading bulk grain. The railroads supply them free of charge at point of loading.

For loading sacked grain and other sacked products the roads west of Chicago supply grain doors, but the roads east and southeast do not supply these doors for sacked grain, as covered by tariff provisions.

When grain or seeds are weighed only on track scales the Western Trunk Lines, effective Aug. 1, allow 55 pounds per grain door. This may be necessary in case of wreck and not ordinarily if the doors are thrown back into the empty car when or before weighing. When grain is weighed over hopper scales no account is taken of the weight of the doors.

Is Dealer at Liberty to Buy from Pool Member?

Grain Dealers Journal: The Nebraska Wheat Growers Ass'n Non-Stock Co-Operative, commonly known as the Nebraska Wheat Pool, has signed up quite a number of growers in the vicinity of one of our stations and at this time is making great effort to have the local dealers sign a contract to handle their grain. This the dealers have refused to do. There may be some complications arise and we would like the benefit of your knowledge in some respects.

The thing that confronts us is, "Can the Nebraska Wheat Growers' Ass'n enjoin us as a dealer from purchasing grain from the growers who has entered into an agreement to sell his wheat to this Ass'n."

We will appreciate any information you can give us in this connection and any other that you feel will be of interest in this case. Please give statute and case.—N. L. C.

Ans.: Pools have the same rights as any individual, ass'n or corporation, plus anything that may have been conferred by special statute.

Laws have been enacted during the past few years attempting to confer upon pools special privileges in the way of penalizing independent buyers of pooled grain; but these restrictive laws have not found favor with the courts.

This clause in the Minnesota law was knocked out by the Supreme Court of Minnesota June 5, 1925, in a decision published in the Grain Dealers Journal June 10, 1925, on page 719.

Sec. 27 of the Minnesota law reads: "Any dealer or prospective purchaser or any person, firm or corporation conducting a warehouse, elevator or other receiving station within this state who solicits or persuades or permits any member of any ass'n organized hereunder to breach his marketing contract with the ass'n by accepting or receiving such member's product for sale or for auction or for display for sale, contrary to the terms of any marketing agreement of which such person or dealer or prospective purchaser or any member of said firm or any active officer or manager of the said corporation has knowledge or notice shall be liable to the ass'n aggrieved in a civil suit in the penal sum of \$500 for each such offense; and such ass'n shall be entitled to an injunction against such dealer or prospective purchaser or such person, firm or corporation to prevent further breaches of such marketing agreement and to prevent a multiplicity of actions thereon. In addition to other relief said warehouseman or other person, firm or corporation so offending shall pay to the ass'n a

reasonable attorney's fee to be fixed by the court and all costs involved in any such litigation or proceeding at law."

This clause was so pleasing to the Minnesota pool that it lost no time in taking advantage of it, by haling into court the Commander Elevator Co. and A. O. Radke, against whom the lower court gave judgment for damages, \$500 attorney's fees and temporary injunctions restraining the purchase of grain from members.

The Supreme Court, however, held this section invalid and reversed the decision, not from any love for the grain dealer, but out of consideration for the farmer, whose liberty of contract was arbitrarily restrained.

The court said: "It seems clear to us that it is beyond the power of the legislature to make it a tort to purchase, in the ordinary course of a legitimate business, from the true owner a wholesome staple commodity upon which there is no lien and which is not under any ban or regulation because of inherent qualities or use. Entertaining the view that No. 27 clearly invades the freedom of contract guaranteed both by the state and the federal constitution it can not stand."

Another case was that of Louis Schwartz, who went into court and got an injunction against the Rice County Co-operative Egg & Poultry Ass'n, whose agents were threatening to bring suit against Schwartz for knowingly purchasing from pool members. This decision was given by Judge Bechhoefer in the district court at Minneapolis Jan. 1, 1925, and published in the Journal Jan. 25, page 129. Schwartz was offering no inducement to members to break their contracts other than the publication of his prices.

Another case is that of Arnold v. Peasley, published in the Journal Aug. 25, 1924, page 239, and in 222 Pacific Rep. 472, where the Supreme Court of Washington held that the marketing contract was a secret lien not binding upon the warehouseman who bought the grain of the pool member.

As long as a dealer does not go out of his way to attack the pool maliciously, but minds his own business, he is free to buy the grain of all comers with due regard to liens of landlords, threshers and chattel mortgages.

Has Agent Recourse?

Grain Dealers Journal: When an agent is buying for a miller and a shrink appears between the grain purchased and the grain delivered, who must stand the loss, the agent or the miller?

In the case at hand soft red winter wheat from the 1926 crop of Southern Michigan was handled. The crop was notoriously wet, but some of it was held quite a while before enough was gathered to make a car. Probably the condition of the grain caused the discrepancy.

If the miller deducts this shrink from the agents' commissions, has the agent any recourse?—H. H. Crapo, Allen, Mich.

Ans.: The agent is expected to load out of the elevator as much grain as he reported bought. To do otherwise would leave room for fraud. The burden is on the agent to watch his weights in and out to the end that he does not find himself short.

If the agent is dissatisfied with the deduction for difference in weight loaded in and loaded out he can take up the matter with his principal and by proving the difference was due to evaporation of moisture be granted relief.

The best proof would be the evidence of the per cent of moisture at time of receipt and at time of delivery. If the matter got into court such proof would probably be sufficient.

The European corn borer has been reported as having been found in a number of new spots in Indiana. These reports have been investigated and so far, July 12, the Purdue entomologists have not found the European variety in any new territory. Those found have been the common stalk borer, which works in a way like its European cousin, but is not so disastrous. Incidentally, this seems to be a big year for insects. The entomology department has received an average of 50 letters a day for the last three weeks, all asking about some insect.

Pool Agitator Pilloried by Canadian Grain Commissioners

A Saskatchewan Wheat Pool director, Harry Marsh, has been convicted by the Board of Grain Commissioners of Canada on the charge of making false statements.

The impression was given by Mr. Marsh that the independent and line company terminal elevators were guilty of foisting upon the buyers low grade wheat represented to be No. 3 thru the connivance of the government inspectors. The truth is that Mr. Marsh had reference to a shipment of pool wheat from a pool elevator, and that the regular grain trade of Canada had nothing to do with the alleged fraud.

The imputation that the official inspectors had a dual standard of grading led the Board of Grain Commissioners to investigate his charges, which otherwise would have continued to be useful to Mr. Marsh as pool propaganda.

Mr. Marsh is alleged to have stated that a shipment of 190,000 bus. of No. 3 Northern wheat was loaded out of a terminal elevator at the head of the lakes, and that the composition of said cargo was as follows:

| | Bus. |
|----------------------------------|--------|
| Tough, rejected, sprouted 3..... | 11,000 |
| Damp, rejected, sprouted 3..... | 9,000 |
| Damp 3 | 6,000 |
| Tough, red durum | 8,000 |
| Tough, rejected 3 Kota..... | 6,000 |
| Perfectly good feed wheat..... | 3,000 |
| Tough, smutty 4 Kota..... | 300 |
| Number 4 | 1,200 |
| Damp 4 | 2,500 |
| Number 5 | 1,200 |
| Tough 3 Kota..... | 20,000 |
| Durum and spring..... | 6,000 |
| Feed | 9,000 |

The balance was No. 3.

This alleged statement was widely circulated through the Prairie Provinces, as well as in Vancouver and the eastern part of Canada. Owing to the publicity given this statement, the Dominion Grain Inspectors' Ass'n addressed a letter to the Board thru its sec'y, requesting that an investigation be made of these charges, as the circulation of such a report would create a serious and false impression in the minds of the producers of Western Canada and would also reflect discredit on the grain inspection system in the Dominion of Canada.

A halting retraction was obtained by the Board of Grain Commissioners from Mr. Marsh in the following letter:

Referring to my reported speech made at the U. F. C. convention in Moose Jaw, and particularly with reference to my reported remarks giving an example of the quantities and grades of grain contained in a certain mix shipped from the head of the lakes, I have made investigation into the accuracy of the figures given to me and am given to understand that the information I received was incomplete, inasmuch as I find, first, all damp wheat contained in such mix was undoubtedly dried; second, sprouted wheat in such mix was both dried and conditioned, and, third, the item of 9,000 bushels of feed quoted by me was not what is commonly known as feed wheat, but in the technical language of the trade is known as house feed and consists of reclaimed screenings from the higher grades of wheat.

If any statement made by me at Moose Jaw has created an impression that the Inspection Department had acted in any way illegal or contrary to regulation, it was not my intention to cast re'ection upon the integrity of the inspectors but to show that the system itself was at fault.

I am convinced that the mixing of wheat, as it is carried on by private elevators at the head of the lakes, is seriously deteriorating the standard of our wheat in the markets of the world, and therefore must necessarily result in a direct loss to the producers, and in speaking at the convention in question, I was endeavoring to bring home to the farmers present the seriousness of the situation.

H. MARSH.

This letter is not considered satisfactory by the Board, as the Board feels that it does not properly and fairly clear up the situation and, for this reason, deems it its duty to make the following statement in order that there may be no misunderstanding so far as the inspection of this particular cargo is concerned.

The facts found by the Grain Commissioners and given out in a public statement are that the Gleneagles was loaded at Pool Elevator No. 1 on Dec. 5, 1926. Samples were properly drawn. These samples were carefully examined by the assistant chief inspector, the inspector in charge of terminal and the former chief inspector, who unanimously pronounce it to be No. 3 northern wheat, adding that the analysis as made July 5 showed the wheat to be 66 per cent No. 3 northern, 23 3/5 per cent No. 4, 8 4/5 per cent No. 1 northern and 1 3/5 per cent durum. The Commissioners make the following official statement:

Official Statement.—It will be seen from the above analysis that the quantities of damaged and unconditioned grades of grain as stated by Mr. Marsh did not enter into the composition of this cargo, and that the inspectors were justified in grading same as 3 Northern in accordance with the requirements of the Canada Grain Act.

The definition for 3 Manitoba Northern Wheat provides that this wheat shall not weigh less than 57 lbs. per bushel, whereas this particular cargo had a weight of 61 lbs. per bushel.

It must be pointed out here, as a matter of general information, that regulations governing the operations of Public and Private Terminal Elevators are made by the board. Under these regulations grain is inspected into public terminal elevators where the different grades of grain are binned separately and warehouse receipts are issued to the owners of the different carloads of grain, which warehouse receipts specify the kind, grade and weight of the grain.

In the case of private terminal elevators, the carlots of grain are inspected into the elevator, but as the different grades of grain are not always binned separately as in the public terminals, any warehouse receipts, or other documents which may be issued by these private houses, are only registered by the board for the quantities of grain alone and not for the grade. Therefore, as this particular cargo was shipped out of a private elevator, the only requirements which were necessary for the surrender of the documents to be canceled against same, were for quantities of wheat alone and not for the different grades of wheat. So long as the private elevator shipping wheat surrenders warehouse receipts or other documents, commonly called "Shutouts," the requirements of the board are fulfilled, and it is incumbent upon the private elevator to ship out the grade of grain it proposed to load. If such shipment is not passed by the inspectors it is given a lower grade. So that, in this particular case, altho Mr. Marsh may have been informed by some officials of the Pool Elevator that all the grades of damaged grain as stated by him were included in this shipment, it appears to have been a matter of office record and cancellation of paper to balance the elevator stocks as against the official records.

No Complaint by Buyer.—On discussing the question with Mr. Marsh and the other officers of the pool at Regina, the question was asked if any complaint had been received from the buyers of this cargo, and the board was informed that no complaint had come to hand.

After its investigation of the matter the board is satisfied that the mixture mentioned by Mr. Marsh was not loaded out of Pool Elevator No. 1 on the S.S. "Gleneagles," and considers Mr. Marsh's statements were not justified by the facts disclosed, which statements have been the means of creating an adverse impression in the minds of the producers of grain as to the manner in which the work of the Inspection Department under the Board of Grain Commissioners is conducted.

The board is further firmly convinced that, even under the qualifications set out in Mr. Marsh's letter of June 15, the mixture described by him would not possibly be passed by the Inspection Department as a shipment of 3 Northern Wheat from the lake front.

The board is satisfied that there are not two systems for the grading of grain, as claimed by Mr. Marsh—one applicable to the producer and another to the exporter and private terminal elevator—but there is distinction: The inspector, when examining a sample from a car will give the producer the grade to which, in his opinion, the sample is entitled, even tho it may be the minimum of the grade, whereas cargo shipments must, in every case, be equal to the average, not the minimum, of the same grade as shipped from all public terminal elevators.

After thoro investigation of all the circumstances and having in mind the system under which the inspection of grain is carried out, the

board is satisfied that the charges made by Mr. Marsh, in his statement at Moose Jaw, are without foundation; that the officials responsible for the inspection of the cargo shipped on the S.S. "Gleneagles" were justified in grading this grain as No. 3 Northern wheat; that the said cargo was equal to the average 3 Northern wheat shipped from public terminal elevators at the head of the lakes, and further, that if a carload of wheat equal to the average sample of this cargo were inspected at any inspection point, it would, without doubt, be graded as 3 Northern wheat.

Owing to the seriousness of the statements and their possible effect on the minds of the producers, the board feels it is necessary that it should make this lengthy statement in detail in order that any wrong impression which may have been created should be dispelled.

Australian Voluntary Wheat Pools Vigorously Opposed.

BY HENRY H. BALCH, CONSUL AT ADELAIDE.

There are four voluntary wheat pools in Australia controlled by committees selected by wheat owners. The average portion of marketable wheat handled by each of these pools is 30 per cent in South Australia, 50 per cent in Western Australia, 31 per cent in New South Wales, and 54 per cent in Victoria.

The volume of wheat delivered by Australian farmers to the voluntary pools fluctuates greatly from year to year. This constant uncertainty increases the task of management, particularly in the matter of forward sales made prior to harvests and diminishes the chances of handling and selling pooled wheat to the best advantage.

As a means of placing the voluntary pools on a more dependable and business-like basis, the trustees of the various pools decided a few months ago to institute compulsory co-operative marketing by requiring farmers to sign a legal contract binding themselves to deliver all wheat to the pool for a period of five years. The idea seemed to take well among the farmers at first, and it appeared that sufficient numbers of them would sign contracts to make the scheme successful, but a vigorous campaign in opposition has had a telling effect on farmers thruout the country, and may prevent a sufficient number from signing the contracts to make it profitable for the pool officials to pursue the scheme further.

Refused to Buy New Wheat Because of Moisture.

By E. W. M.

Proving beyond doubt that grain men are fully able and willing to learn the lessons experience teaches and are willing to profit by the short-sighted mistakes of other dealers is the case of Wilbur Sherman at Belleville, Mich. Wilbur has managed the cooperative elevator there for the past three years. Last year was a wet season and he learned much about the dangers of handling wet wheat.

On the 18th of July a farmer, admitted to be a good customer, broke Sherman's dinner hour right in two by driving up with a truckload of new soft winter wheat just threshed that morning. The grain had been cut seven days earlier and during the interim in the shock it had suffered three days of wet weather.

Sherman ran a handful of it thru his fingers, chewed a few berries and announced it would have from 20% to 23% moisture and would mold within three days if put in a bin. Accordingly he turned it down in the face of an hour's stuttering insistence on the part of the farmer. He knew he would lose on the wheat if he purchased, therefore he refused.

Less than two hours later the same wheat was offered to Mr. Wilson at Ypsilanti. It is worthy of note that Mr. Wilson also refused, after a similar careful inspection.

It is unknown whether the over anxious farmer finally disposed of his damp soft wheat, but certain it is that too great care cannot be exercised by the grain dealers before accepting early threshed wheat. Messrs. Sherman and Wilson had the right idea, the growers should wait until their grain is in marketable condition before offering it for sale.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Seattle Futures Market Growing.

Grain Dealers Journal: The growth in volume in terms of development of the Seattle futures market has been very flattering. The trade are using this market, and the country interior looks to it as a barometer of values, and is hedging.—J. McCormack, manager, Merchants Exchange Clearing House of Seattle, Wash.

Move Smutty Wheat Quickly.

Grain Dealers Journal: Last year about 50% of our Kansas City commission receipts were smutty wheat, and tremendous discounts prevailed. This year only about 15% of the receipts up to date have been smutty. The result is that very slight discounts have prevailed, but our information leads us to believe that when the receipts become general from the entire Kansas City territory, quite an increase in the receipts of smutty wheat will be noticeable, and we anticipate additional, and wider discounts.

We suggest, if shippers have any smutty wheat on hand, that they make every possible effort to get it moving promptly.—Shannon Grain Co., Kansas City, Mo.

Grade Raised on 86 Out of 150 Cars Resampled.

Grain Dealers Journal: You will recall at a recent meeting of the Indiana Grain Dealers Ass'n at Lake Wawasee, when the question of federal inspection was discussed, I took the liberty of making a few remarks on the subject. While I am not an advocate of federal inspection, in fact to the contrary, I heartily endorse the remarks you made on the subject.

There has been a great deal of criticism in the country regarding the wide variation in the damage content of the various samples drawn from the same car of corn this season. The only way I can account for this wide variation is that the cars are not evenly loaded and due to the quality of the corn. As I advised Mr. D. L. Brookie of Monon, Ind., we, at our own expense, have an official Board of Trade resample of all cars of corn which we handle, which sample is a check on the sample of the state grain inspection department, and a guide to us in the handling of corn consigned to us. When the official Board of Trade resample warrants a higher grade than that placed on the car by the state inspection department, we call federal appeal. As you no doubt recall, at the Indiana meeting I made the statement that I felt we were successful in having the grade raised on three out of every five ears on which we called federal appeal.

Since my return home from the Indiana meeting, I have had my office make a check-up of the cars on which we have called federal appeal, from September 15, 1926, to July 15, 1927, and find that during the past ten months our records are as follows:

Called federal appeal on 150 cars.

Grade raised on 86 cars.

Grade sustained on 60 cars.

Grade lowered on 4 cars.

We figure an average saving to our shippers of about 2.13¢ per bushel. Averaging a car of 1500 bus., we figure a saving to our shippers of \$3206.25. Out of 150 cars on which we called federal appeal, over 90% were called on

our own initiative, prompted by the official Board of Trade resample which we received.

I am giving you this detailed record in order to confirm the statement you heard me make to show you of what value the official Board of Trade resamples are to the country shipper.—John E. Brennan, Chicago.

Phosphate in Indiana.

Grain Dealers Journal: I note a convincing contribution headed "Liming Pays in Indiana" from A. B. Bowen of Delphi in the July 10 number of the Journal and compliment Mr. Bowen for his foresight and initiative. However I would like to carry this thought a step further, as follows:

That Indiana soils respond to phosphate is shown by a summary of soil experiment tests reported by the Indiana Experiment Station.

The average of 16 tests running from 3 to 16 years on 7 different types of soil where acid and rock phosphates have been compared shows that acid phosphate costing \$3.81 per acre per rotation returned \$9.51 per acre per rotation in increased crop values, while rock phosphate produced an increase of \$4.98 per acre per rotation at a cost of \$4.29. The net profit from acid phosphate has been over eight times as large as that from rock phosphate.

On the Francisco field in 1919, manure alone gave 2,180 lbs. of clover per acre, manure and lime gave 3,740 lbs., while manure, lime, and acid phosphate gave 4,700 lbs.

Surely "He Profits Most Who Serves Best," so let Indiana grain dealers handle both ground limestone and acid phosphate and "Serve Best."—C. D. Hayes, Marion, Ind.

Forestalling the Agitators.

Grain Dealers Journal: Some little time ago the merchants at my station got together to agitate sentiment for another grain elevator, a farmers elevator. They knew nothing of how shipments had fallen off so were unaware of the fact that there wasn't even enough business for one elevator in town, not to mention the two that already existed.

Of course I go wind of the movement right at the start and took a couple of days off to go around and chat with everyone of the local promoter-merchants. To each one I proffered the idea that it would be a better idea to promote a farmers'—, naming the kind of business they were in. Of course that didn't take one little bit, but it quieted down the agitation so much so that when a high-powered promoter came to town and spent a week of his high-priced time in an effort to establish such a farmers elevator—acting solely on his own initiative—he didn't get even started to first base with either the merchants or the farmers, whom I visit regularly for brief chats on every conceivable subject.

Judging from my past several decades of experience as a country grain elevator operator, I am firmly convinced that a dealer who will keep up the contacts and good will of his farmer-clientele will never be troubled with the influence of some breezy agitator hot after a piece of change for himself.

Further than that, being on friendly and neighborly terms with your farmer trade will preclude the possibility of any McNary-Haugen bills becoming laws.—R. C.

A Czechoslovak Governmental Decree, effective June 22, 1927, specifies a reduced rate of import duty on corn to be used as fodder. The new rate is 6 Czechoslovak crowns per 100 kilograms (about \$0.045 per bushel), instead of the previous autonomous and conventional duty of 32 Czechoslovak crowns, and 22 Czechoslovak crowns per 100 kilograms (\$0.24 and \$0.15 per bushel), respectively. In order to secure the reduced rate it is necessary for the importer to submit to the customs officials a certificate issued by the competent Czechoslovak Agricultural Council, stating that the imported corn will be used as cattle feed only.

Cloyd Loughry Passes On.

Cloyd Loughry, 75, pres. and last of the founders of the Loughry Bros. Milling & Grain Co., died at his home in Monticello, Ind., at five o'clock July 13.

Mr. Loughry's health had been failing the last year, and his condition was critical for several weeks.

Born in Indiana, Penn., May 22, 1852, the son of Nelson B. and Rachel Wright Loughry, he was three when his parents with their family move to Lafayette and four years later took up their residence in Monon township, White county, where the family name has been identified with the history of the county since that time, some sixty-eight years. Fifty-five of those sixty-eight were spent in Monticello.

In 1872, the deceased with his two older brothers, Albert W. and Joseph E. Loughry, organized the Loughry Bros. Milling & Grain Co., which company has been in continuous existence and engaged in the grain and milling business since that date, growing from a small mill located on the banks of the Tippecanoe River at Monticello to their present plant.

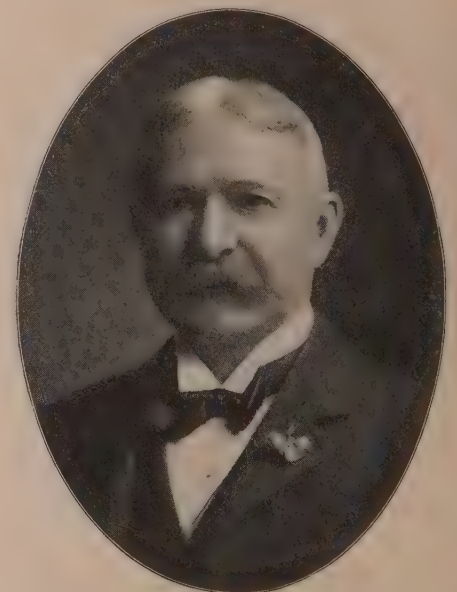
In addition to being made pres. of the Loughry Bros. Milling & Grain Co., Cloyd Loughry was, at the time of his death, vice pres. of the Yeoman Grain Co. and a director in the Burnettsville Elevator Co.

In politics, Mr. Loughry has always been a staunch Republican, taking active part in the affairs of the party but never seeking office or an appointment for himself. He had been actively identified with the agricultural and commercial development of White County for the past fifty years, and could always be counted upon to lend a helping hand to any undertaking in the better interests of the community.

He had been identified for many years with the Indiana Grain Dealers Ass'n and the Millers' National Federation. He served as a director of the Indiana Grain Dealers Ass'n and the Indiana Millers' Mutual Fire Insurance Co. for several years, and lent considerable support to the Indiana Millers' Ass'n.

Mr. Loughry possessed many friends. He was a man of attractive personality, was gracious and friendly to all who knew him, and was devoted to his sister and the other members of his family.

Russian shipments this season show an increase over last year in wheat, rye, corn and oats. Wheat shipments increased 10,936,870 bus., rye 2,892,000 bus., corn 693,800 bus., and oats 89,390 bus. Barley decreased by 15,960,332 bus., so on balance the Russian contribution is some 1,348,000 bus. less than that at this time last year.



Cloyd Loughry, Monticello, Ind., Deceased.

Proper Cooperage of Cars Takes Less Time than to Prepare Claim.

By J. A. SCHMITZ,

Board of Trade Weighmaster.

There has been a marked improvement in the design and construction of box cars and in the conditioning of old car boxes used for hauling bulk grain. This is clearly indicated by leakage data gathered by the Weighing Department of the Chicago Board of Trade whose data, for the most part, is based on two inspections of each inbound car. One of these inspections is made in the arrival yards and the other at the unloading elevator or industry.

It is interesting to compare the annual records of car box leakage data for we find a substantial reduction each year since the war. The percentage of the total leaks for the years 1917, 1918, 1919 and 1920 averages approximately 16 per cent, while the average for the last two years is less than 6 per cent.

A study of the leaks charged to the various parts of the car box shows that there was a very material reduction in the number of leaks at the sides and ends of cars, while the leaks recorded against the grain doors and over doors do not show a like reduction; in fact, the improvement noted is small by comparison. While the major portion of the credit for the reduction of the car box leaks, other than at grain doors, belongs to the railroads, *careful inspection of the car box before loading*, by the shipper, materially aids in reducing leakage from this source.

"Grain door leaks" on the other hand is one that largely concerns the shipper, for aside from the carrier's duty to furnish suitable grain door and cooperage accessories the shipper is the one responsible for making the car "grain tight" at this point. More care in the installation of grain doors should bring about a reduction in the number of leaking cars arriving in terminal markets. Given a good car box with suitable cooperage material it is possible to make cars grain tight with ordinary care. The following suggestions might be of assistance to shippers in the selection and preparation of cars for bulk grain loading:

To begin with each car should be examined thoroughly inside and outside to determine its fitness to carry safely the grain to be loaded therein. The following conditions make cars unsafe or unsuitable for bulk grain loading:

(a) Cars with floors or side or end walls saturated with oil, creosote, fertilizer, manure, or other stench making and unclean substances.

(b) Cars with door posts, side posts, or end posts loose or broken out at bottom.

(c) Leaky roof.

(d) Where any condition exists that precludes the possibility of making a car safe or grain tight without excessive repairs.

The points that need special attention are:

(1) Examine the sheathings at sides and ends of cars to be certain that they are securely fastened to the sills. If they are found loose, they should be nailed.

(2) Examine sheathings at junction of end posts, and of side posts, and of corner posts, to be certain that there are no cracks at these points through which grain might leak. If such cracks are found, calk them from the outside of the car and secure the calking in place by strips of board.

(3) Examine each door post. If loose at floor or broken, car is unsafe for grain loading.

(4) Carefully examine the floor of car for cracks through which grain might leak. Where such cracks are found, calk or cover them.

(5) Examine ends of floor boards at junction of body braces over bolster braces. If the floor boards are found loose or short at this point, fill or cover the cracks caused thereby.

(6) Examine floor at junction of last floor board and end sill both ends of car for cracks through which grain might leak. Securely calk such cracks or cover with adequate pad, properly fastened in place.

(7) Apply pads on the face of door posts to assure tight joints between grain doors and posts.

(8) Apply any needed grain door reinforcements horizontally and in such manner that reinforcements will cover the joints between the doors. *Nail such reinforcements along their upper edges only.*

(9) Calk or cover any cracks in grain doors through which grain might leak.

In conclusion, it might be well to call attention to the fact that it requires less time properly to cooper a car than it does to attend to the correspondence incident to the filing and the collecting of a claim.

New Grades Adopted by Minnesota.

Effective Aug. 1, 1927, the Boards of Grain Appeals of Minneapolis and Duluth have adopted grades for clover and grass seeds in accordance with the law enacted passed by the last legislature (effective July 1) and substituted new grades for the old grades of flaxseed and buckwheat, as follows:

No. 1 Flaxseed shall be sound, dry and free from mustiness, shall be northern grown, and shall weigh not less than; 49 pounds to the measured bushel, and shall contain not more than; 20 per cent of damaged seed, and shall not contain more than; 11 per cent moisture when free from dockage.

No. 2 Flaxseed shall be sound and dry, shall weigh not less than; 47 pounds to the measured bushel, and shall contain not more than 30 per cent of damaged seed, and shall not contain more than; 11 per cent of moisture when free from dockage.

Sample Grade Flaxseed shall be flaxseed which does not come within the requirements of the above grades, or that is warm, moldy, fireburnt, very musty or otherwise unfit for storage.

All Flax grown in Minnesota, Wisconsin, North and South Dakota, Montana and Canada meeting the requirements of No. 1 shall be classed as northern grown flaxseed.

No. 1 Buckwheat shall be buckwheat that is dry and reasonably clean, and shall not contain more than 16 per cent of moisture.

No. 2 Buckwheat shall be buckwheat that is reasonably clean and shall not contain more than 18 per cent of moisture.

No 3 Buckwheat shall be buckwheat that is dirty or musty or otherwise unfit for the above grades.

Alfalfa Seed, Sweet Clover Seed, Red Clover Seed, Alsike Clover Seed, Timothy Seed and Millet Seed consigned for sale to the terminal markets in this state, upon the request of the owner or consignor of such seed, will be inspected for dockage by the State Inspection Department at such terminal market, and the percentage of seed and other matter will be stated on certificate issued on the seed inspected.

When there is a dispute between the seller and the buyer on any of the above mentioned seeds at other than the terminal markets the seller and buyer may agree on a sample of the seed in controversy and send the sample to the State Inspection Department, and the seed will be inspected and certificate issued in the same manner as is done in the terminal market.



Calking Cracks Due to Short Floor Boards.



Pads Applied to Face of Each Door Post.



Using Bar to Detect Posts Loose at the Floor.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont., July 12.—The following yields in thousands of bushels are forecast in a government crop report issued today: Wheat, 325,075; oats, 389,758; barley, 88,830; rye, 12,169.6; flaxseed, 5,319.3. The condition of the crops on June 30, based upon percentage of the average yield per acre from 1917-1926, was: Wheat 100, oats 98, barley 97, rye 104, flaxseed 95. The estimated acreage of spring wheat is 20,633,200, a decrease of 7 per cent; of fall wheat it is 717,100, a decrease of 19 per cent. Oats and barley show slight increases in acreage and rye a 3 per cent decrease.

COLORADO.

Pierce, Colo., July 13.—About 90% hail loss today on all small grain of Pierce and Nunn.—Emil Smith.

ILLINOIS.

Crescent City, Ill., July 12.—Corn is small and three weeks behind. Oats are short and poor.—Crescent City Farmers Elvtr.

Alta, Ill., July 20.—There is a small acreage of wheat. Corn is at least 3 weeks late. Oats are being cut, but are light weight. Considerable barley of good quality.—Wilbur L. Buck.

Springfield, Ill., July 20.—Good rains are needed for corn north and west of the Illinois River, badly in places. Local rains elsewhere have been ample and corn has made good progress. Rain interfered with field work in places, especially in the southeast, but progress was generally favorable. Oats are being harvested generally; they are largely poor. Winter wheat is being cut in the northern counties, and threshing is under way in the central and south. There is much complaint that the heads are not well filled.—Clarence J. Root, meteorologist.

Springfield, Ill., July 16.—On July 1, Illinois corn acreage about 3 weeks late and subsequent weather conditions must be favorable with late frosts to mature the bulk of this season's corn crop. The July 1 condition at 57% of normal compared with 75% a year ago and the past 10-year average of 84%. Illinois farmers have decreased their corn acreage about 8% this season to 8,469,000 acres. State corn production outlook is placed at 212,403,000 bus. against 312,970,000 bus. last year and the past 5-year average of 330,616,000 bus. Winter wheat prospect has fallen off somewhat and is below average. Harvest is under way as far north as the central area and about 10 days later than usual. Threshing is progressing in the south. Production outlook 36,300,000 bus. compared with 38,934,000 bus. a year ago and the past 5-year average of 45,066,000 bus. Spring wheat acreage 216,000 acres, or an increase of 80% over that of last season. Oats acreage decreased 12% this season to 4,102,000 acres. Production outlook 121,423,000 bus. against 123,516,000 last year. Barley acreage at 420,000 is 40% above that of last year and condition of 79% is 9 points below average.—A. J. Surratt, agricultural statistician, and H. L. Collins, ass't agricultural statistician.

INDIANA.

La Crosse, Ind., July 18.—Corn is looking good, wheat fair and oats poor in this community.—Ed L. Arndt.

Francesville, Ind., July 16.—Wheat is fairly good, with an average estimate of 25 bus. per acre. Corn is about 75% normal and oats about 50%.—Gutwein Mlg. Co.

Evansville, Ind., July 19.—One of the largest yields of wheat in Indiana reported to date was on the farm of W. E. Sanders in Shelby county. He had three acres of Purkoff, that yields 120 bus. or 40 bus. to the acre. Elvtr. owners at Edinburgh report that practically all the new wheat received up to this time has tested 60 lbs.—C.

IOWA.

Little Rock, Ia., July 16.—Corn is late. Oats look good.—Farmers Elvtr. Co.

Eldridge, Ia., July 20.—Wheat around here is certainly fine. Some of it is testing 62½ lbs. per bushel, the first I've seen any place in the state to go that high. At Muscatine the wheat is not so good and the yields small. Was told fields were running from 11 to 15 bushels per acre.—Art Torkelson, with Lamson Bros. & Co.

KANSAS.

Ashton, Kan., July 11.—The wheat crop in our territory is very short this year.—Lewellyn Grain Co.

Asherville, Kan., July 12.—We have a good quality of wheat in this locality, averaging about 20-bu.—H. F. Baker.

Luray, Kan., July 12.—New wheat is testing 58 to 61; average per acre 12 bus. Have had excellent weather since harvest.—X.

Sharon Springs, Kan., July 10.—The wheat crop in this locality is very short, because of the drouth and strong hot winds.—X.

Kismet, Kan., July 11.—Crop of wheat is poor, making 2 to 15-bu. per acre. Average will not be over 6-bu., but of good quality.—Kismet Equity Exchange.

Minneola, Kan., July 11.—Our crop here is very light and will not average more than 5 bus. per acre, if that. Quite a large acreage will not be cut.—Henry P. Nicoll.

Topeka, Kan., July 12.—Harvest time estimates place the yield of Kansas wheat at 11,926 bus. per acre. This is considered 67% of normal yield. Applied to the revision of 10,342,000 acres left for harvest this means a probable production of 123,339,000 bus. Last year's wheat crop amounted to 150,057,000 bus. and the 5-year average for 1922-26 has been 118,734,000 bus. Protein content is much lower than last year, running about 13%. Preliminary estimates place this year's corn crop at 5,285,000 acres, or 5% less than was harvested last year. The potential outlook from this condition rating, taking into consideration average deterioration from now till harvest, is estimated at 92,382,000 bus. Last year's corn crop amounted to only 57,299,000 bus. The 5-year average is 103,687,000 bus. Oats acreage planted is estimated at 87% as large as that harvested last year. The July 1 condition will indicate a total crop of 35,364,000 bus.; compared with last year's crop of 35,122,000 bus. and the 5-year Kansas average of 34,257,000 bus. Barley acreage planted is estimated at 399,000 compared with 266,000 acres harvested in 1926, out of 383,000 planted. The crops are estimated at 6,895,000 bus. Last year's production was 3,032,000 bus. Preliminary surveys indicate about 5% larger acreage of grain sorghums planted this year than last, and about the same acreage of forage sorghum crops as were harvested last year. This means 1,132,000 acres of kafir, milo and feterita for 1927. The condition is rated at 72% of normal compared with 78% last year. Indications are for a crop of 19,153,000 bus. compared with last year's 19,404,000. Rye acreage is placed at 54,000 for harvest with a yield of about 12.5 bus. and a crop of 674,000 bus. Broom corn is off to a very bad start. Only 27,000 acres planted against 51,000 acres last year. Only 3,167 tons of brush is indicated, compared with 5,100 tons in 1926.—Kansas State Board of Agriculture.

MICHIGAN.

Portland, Mich., July 21.—Wheat, oats and hay are good crops.—V. C. Mlg. Co.

Grass Lake, Mich., July 18.—Corn is backward, but wheat and oats are good.—Wallace McCumsey.

Tekonsha, Mich.—July 20.—Wheat is a fine crop and is coming in fine shape. A good deal of it will grade No. 1.—E. W. Randall.

Allen, Mich., July 20.—Wheat and oats are in fine shape. Corn is not so good, but looks much better than a few weeks ago.—H. H. Crapo.

Belleville, Mich., July 18.—Wheat will probably average about 25 bus. per acre. Corn is very poor. Oats will make a good crop.—Wilbur Sherman.

Wayne, Mich., July 18.—Wheat is fine and much of it will yield as high as 25 to 30 bus. per acre. Corn is in good condition.—Harry Goodman.

Chelsea, Mich., July 18.—Corn is couple of weeks late. Wheat is good and will likely yield around 20 bus. per acre on the average.—F. E. Storms.

Ypsilanti, Mich., July 18.—Wheat looks good and will likely yield an average of over 20 bus. per acre. Corn is mostly about two weeks late. Oats and barley both look like good crops.—F. B. Wilson.

Hillsdale, Mich., July 20.—Wheat will be a good crop in Southern Michigan. Much of it will go as much as 35 and 40 bus. per acre.—Harold Stock.

Burr Oak, Mich., July 21.—We expect wheat here to average over 20 bus per acre. And we have the finest corn imaginable.—Chas. Willer, agt., Campbell & Co.

Sturgis, Mich., July 21.—Wheat hereabouts will average close to 25 bus. per acre. One farmer got 46 bus. per acre. Corn is right up to normal.—Blue & Gilliam.

Union City, Mich., July 20.—Wheat is making 20 to 25 bus. per acre. Oats are good. Corn prospects are better than fair. Barley is in good condition.—J. C. Gaw.

Athens, Mich., July 21.—Wheat will average about 25 bus. per acre thru here. Corn will be a short crop, it was off to a late start. Oats will be good.—W. F. Wolfe, Wolfe Bros.

Sherwood, Mich., July 21.—Our wheat will probably average about 20 bus. per acre. Corn has greatly improved during the past few weeks. Oats look fair.—W. M. Selby & Son.

Homer, Mich., July 19.—Our wheat crop is unusually good. It will yield around 20 to 25 bus. per acre and the quality is excellent, better than it has been for three years. Corn generally is pretty poor.—J. C. Crane.

Bronson, Mich., July 21.—Wheat here is producing from 20 to 25 bus. per acre. The quality is fine. Much of it tests over 60 lbs. Corn isn't good, but has improved greatly. Oats are in fine shape.—Frank Konst, mgr., Bronson Co-op. Co.

Constantine, Mich., July 22.—Corn is looking very good around here. Oats are the best they have been in years. Wheat is turning out as much as 35 bus. to the acre.—W. J. Barney, mgr. Constantine Co-operative Buying & Selling Ass'n.

MINNESOTA.

Minneapolis, Minn., July 20.—The group of Northwestern states, Minnesota, North Dakota, South Dakota and Montana, have had ideal weather for the small grain crops during the week past. A large portion of the early spring wheat is now in the dough. The heads are of good size and well filled. A part of the late spring wheat has just started to head, while some of it is in the blossom. Winter wheat in Montana is being cut in some districts and excellent yields are predicted. The cutting of rye has started. Some of this grain stands over six feet high, which is quite unusual. The cool weather has held back the development of corn and on the average it is over two weeks late. Some of the late corn will be damaged by early frosts, at the best only a fair corn crop can be produced in the Northwest this season. Without frost until September first we anticipate a very good flax yield.—The Van Dusen-Harrington Co.

MISSOURI.

Smithson, Mo., July 11.—Corn is late here. Some is infested with bugs. We also need rain.—Farmers Elvtr. Co.

Hughesville, Mo., July 12.—Threshing has begun. The returns of wheat and oats are disappointing, the yield is light and quality poor, altho I got one crop that tested 61½. The corn crop is late, but is growing nicely where ground was not worked too wet. A rain is needed, but corn is not suffering. It has been 22 days since it rained. Hay crop is good.—C. N. Richardson.

MONTANA.

Cascade, Mont., July 16.—Crop conditions in our immediate territory, and as far as we knew, all over Montana, are very good and while the crop is several weeks late it is now making excellent progress. Have had rains just when needed and believe most of our crop would come to maturity without any more rain.—Cascade Mlg. & Elvtr. Co.

NEBRASKA.

Stromsberg, Neb., July 16.—Wheat is a good crop, oats poor, corn about 3 weeks late, but growing very fast the past 2 weeks. Had a good 2-in. rain last night.—X.

Sutton, Neb., July 11.—Threshing has commenced. Wheat is grading No. 1, 60 to 62, estimated yield of from 20 to 40 bus. per acre.—Sutton Farmers Grain & Stock Co.

NORTH DAKOTA.

Hickson, N. D., July 19.—Corn is poor on account of the cold spring, but growing rapidly where cared for well.—Equity Elvtr. & Trading Co.

OHIO.

Greenville, O., July 14.—We are apparently going to have a crop of good milling wheat. The corn crop prospect is very poor. Do not see how it can make half a crop. Oats are uneven and if the hot weather continues, we will no doubt have some lightweight oats.—E. A. Grubbs Grain Co.

Middlepoint, O., July 16.—Corn is making excellent growth in this territory, recent heavy rains being of great benefit. Hay and wheat is about all cut, under ideal weather conditions. It will be a pleasure to handle the new hay crop. Wheat is good. Oats are making great improvement since the recent rains. While many fields are in good condition others are very short and weedy; estimate about 75% of a crop. The corn crop has made an unusual growth during the past week, prospects are much better.—H. G. Pollock, The Pollock Grain Co.

OKLAHOMA.

Lahoma, Okla., July 11.—Crops are about one-half of last year.—Wm. J. Pereboom.

Gracemont, Okla., July 20.—Looks like we were going to have a good corn crop. Cotton looks fine. No oats or wheat raised here, all corn and cotton.—C. A. Downing.

SOUTH DAKOTA.

Watertown, S. D., July 11.—Crops are looking fine. Some places the hot winds did some damage, but generally they are very good. We had good rains during the past 48 hours, that should have been a good benefit. Do not know just how extensive they were, but would figure from all reports that they were quite far reaching.—E. C. P.

Edgemont, S. D., July 20.—Corn is late. Much of the first planting rotted in the ground. Most of the crop was planted late. As there is always a long fall here, even the late corn will have a chance to mature. Farmers who had their wheat in ahead of the big snow are now smiling as they watch the 4 and 5 ft. stalks. Much small grain did not get planted until the middle of May, yet it is coming on nicely.—E. H. Klock.

TEXAS.

Jacksboro, Tex., July 13.—Rain today assures a heavier crop. Acreage is about 25% more than last year.—Jacksboro Mill & Elevator Co.

WISCONSIN.

Lena, Wis., July 12.—Hay crop is very good, rye fairly good, oats shorter than usual, but doing well, barley good, potatoes looking well.—J. N. Bassett.

Madison, Wis., July 15.—Grain crops are in unusually good condition and large yields are probable. Oats, in spite of a decreased acreage, promises a production of about 96,000,000 bus., which is the same as last year, tho somewhat below the 5-year average. Barley, with a large increase in acreage and a very fine crop condition, is expected to yield over 19,000,000 bus. as compared with less than 13,000,000 bus. last year and a 5-year average of about 15,000,000 bus. The state production of rye is estimated

at 3,960,000 bus. for 1927, which is slightly more than was produced last year and 22% below the 5-year average. Farmers are growing more winter wheat than they have produced in a long time. It is estimated that there are 73,000 acres and the forecasted production is 1,603,000 bus., which is 20% more than last year. Spring wheat is also increasing a 6% larger acreage being planted this year than last. The 1927 production is expected to be 1,266,000 bus., which is a slight increase over last year and a 16% increase over the 5-year average. Favorable weather during the last few weeks has improved the condition of corn somewhat. Unusually good growing conditions in the next 10 weeks may produce considerable ripe corn in the state, but unless conditions are exceptionally favorable the outlook is poor. The fact that Wisconsin has 110,000 silos is a great help in the present corn situation. Even if the corn does not mature, much of it can be put into the silos and the greatest possible use made of the crop in that way.—Walter H. Ebling, agricultural statistician.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

July 25-27. National Hay Ass'n at St. Louis.

Oct. 10. Terminal Grain Weighmasters Ass'n, Hotel Fontenelle, Omaha, Neb.

Oct. 10. Chief Grain Inspectors National Ass'n, Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. Grain Dealers National Ass'n thirty-first annual convention at Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. United States Feed Distributors seventh annual convention at Hotel Fontenelle, Omaha, Neb.

Oslo, Norway.—We have taken over the import grain commission business of Asbjorn P. Bjornstad.—Bjornstad & Johannessen.

Wheat on a farm near Shelbyville, Ind., was cut, threshed, ground and made into muffins all within an hour. The grain was cut and threshed by a combine. The first bushel was sent into town, ground and baked.

The quoted low rates of federal intermediate credit banks are so increased by expenses that in the long run the nominal charge of 4½% rises to about as much as the interest on a private loan, according to Herman Steen, sec'y-treas. of the Central States Soft Wheat Growers Ass'n in his address before the American Institute of Co-operation in Chicago, on June 24.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

| | July 11. | July 12. | July 13. | July 14. | July 15. | July 16. | July 18. | July 19. | July 20. | July 21. | July 22. | July 23. |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| WHEAT | | | | | | | | | | | | |
| Chicago | 144½ | 140¾ | 141½ | 140½ | 139½ | 140¾ | 137½ | 137½ | 139 | 138¾ | 139¾ | 138¾ |
| Kansas City | 139½ | 133 | 133¾ | 132½ | 131½ | 132½ | 132½ | 130½ | 131½ | 131½ | 131½ | 131 |
| St. Louis (hard winter) | 144 | 140¾ | 140¾ | 140½ | 138½ | 139¾ | 137½ | 137 | 138¾ | 138½ | 139½ | 138¾ |
| Minneapolis | 144 | 140¾ | 140¾ | 139½ | 137½ | 139¾ | 136½ | 136½ | 137½ | 137½ | 138 | 137½ |
| New York (domestic) | 146¾ | 142½ | 142½ | 141¾ | 140¾ | 142 | 139¾ | 139¾ | 141¾ | 141 | 141½ | 140½ |
| Duluth (durum) | 140¾ | 137½ | 137½ | 137½ | 135½ | 136¾ | 134 | 134 | 135½ | 134½ | 135½ | 135 |
| Winnipeg (October) | 147¾ | 145¾ | 146¾ | 146¾ | 145½ | 146½ | 144¾ | 144¾ | 145¾ | 145½ | 146¾ | 145¾ |
| Milwaukee | 144½ | 140¾ | 141¾ | 140½ | 139½ | 140¾ | 137½ | 137½ | 139½ | 138¾ | 139¾ | |
| CORN | | | | | | | | | | | | |
| Chicago | 107½ | 106¾ | 106¾ | 105½ | 102½ | 102¾ | 102½ | 102¾ | 104½ | 103½ | 104¾ | 103¾ |
| Kansas City | 103¾ | 103¾ | 102¾ | 101¾ | 98¾ | 98¾ | 98½ | 99½ | 100¾ | 99½ | 100¾ | 99¾ |
| St. Louis | 111½ | 111½ | 111½ | 109½ | 107½ | 107 | 107 | 107½ | 108¾ | 108 | 109½ | 108¾ |
| Milwaukee | 107½ | 106¾ | 106¾ | 105½ | 102½ | 102¾ | 102½ | 102¾ | 104½ | 103½ | 104¾ | |
| OATS | | | | | | | | | | | | |
| Chicago | 47¾ | 46¾ | 46¾ | 45¾ | 44¾ | 44¾ | 43¾ | 43½ | 44 | 43¾ | 43¾ | 43½ |
| Minneapolis | 45 | 43¾ | 43¾ | 43¾ | 41¾ | 41¾ | 40¾ | 40¾ | 41¾ | 40¾ | 40¾ | 40¾ |
| Winnipeg (October) | 54¾ | 54¾ | 55½ | 54¾ | 53¾ | 54 | 53¾ | 54½ | 54¾ | 54¾ | 54¾ | 54½ |
| Milwaukee | 47¾ | 46¾ | 46¾ | 45¾ | 44¾ | 44¾ | 43¾ | 43¾ | 44 | 43¾ | 43¾ | |
| RYE | | | | | | | | | | | | |
| Chicago | 101½ | 97¾ | 98 | 96¾ | 94¾ | 95½ | 93½ | 94 | 95¾ | 94¾ | 95½ | 94½ |
| Minneapolis | 95 | 91 | 91½ | 90¾ | 88¾ | 89½ | 89 | 89¾ | 89 | 87¾ | 88¾ | 87¾ |
| Duluth | 98¾ | 94¾ | 95 | 93½ | 91¾ | 92 | 90½ | 90¾ | 92¾ | 91¾ | 92½ | 91¾ |
| Winnipeg (October) | 100¾ | 97¾ | 98¾ | 97¾ | 93¾ | 96¾ | 94 | 93½ | 95¾ | 94¾ | 95¾ | 94¾ |
| BARLEY | | | | | | | | | | | | |
| Minneapolis | 70¾ | 69 | 69 | 68¾ | 68 | 68½ | 67½ | 67¾ | 68 | 68½ | 69 | 69½ |
| Winnipeg (October) | 73¾ | 73 | 73½ | 73¾ | 72 | 72¾ | 71¾ | 72 | 73 | 73¾ | 73½ | 74½ |

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Allen, Mich., July 20.—Wheat is about ready to move.—H. H. Crapo.

Tekonska, Mich., July 20.—The wheat crop has been moving for two days.—E. W. Randall.

Osceola, Ind., July 22.—New wheat is moving. We are already on our third car. It is of fine quality.—W. H. Menaugh.

Sturgis, Mich., July 21.—We shipped our first car of new wheat today. It tested 61 lbs. as it came from the thresher.—Blue & Gilliam.

Sturgis, Mich., July 21.—We are loading out our first car of new wheat today. It is mighty fine in quality.—W. P. DeBolt, mgr., Sturgis Grain Co.

Hudson, S. D.—July 16.—Nothing is moving now. There will be a few oats to handle, outside of that nothing until the corn movement.—G. E. Calnon.

Hillsdale, Mich., July 20.—Wheat has commenced to move. Yesterday we got a car of new crop testing over 60 lbs. per bu.—F. W. Stock & Sons.

Quincy, Mich., July 20.—Wheat has been moving for two days. The first run is pretty wet, much of it carrying as much as 18% moisture.—C. D. McKenzie.

Litchfield, Mich., July 19.—New wheat started to move today. One man's haulings tested 62 lbs., another's 63. This is soft, red winter wheat territory.—Fay Fox.

New Orleans, La., July 11.—Clearances of vessels carrying grain loaded here during June, 1927, were as follows: Wheat, 207,397 bus.; corn, 338,942; oats, 106,369; rye, 85,714.—S. P. Fears, chief grain inspector and weighmaster.

St. Louis, Mo., July 19.—Reports indicate the farmers in the Southwest are inclined to hold their wheat, but in spite of this the new wheat keeps piling up at terminals. This spells one thing—lack of export demand.—Marshall Hall Grain Co.

No wheat was imported for consumption during the week ended July 2. For the period from July 1, 1926, to July 2, 1927, such imports upon which duty is paid have amounted to only 4,000 bus. against 1,591,000 bus. for the same period a year ago.

New Orleans, La.—The S. S. Landsend arrived recently with the largest cargo of Argentine corn ever imported here, consisting of 5,500 tons. The corn was assigned to the C. B. Fox Grain Co., Langenberg Grain Co., Jas. Thomas and Elbertos Valles.

Vancouver, B. C., July 11.—During the month of June 2, 279,755 bus. of grain were shipped from here. This season to June 30, 34,409,739 bus. have been shipped, while during the same period of last year the shipments were 52,155,414.—Merchants Exchange.

Minneola, Kan., July 11.—We will ship less than one-third as much wheat as last year. A large per cent of the crop will go for seed. Farmers generally are putting wheat in the bin, but few are able to hold back much of this year's crop.—Henry P. Nicoll.

Imports of wheat into bonded mills for grinding into flour for export amounted to 130,000 bus. during the week ended July 2. For the period from July 1, 1926, to July 2, 1927, such imports have amounted to 13,268,000 bushels as compared with 15,666,000 bus. for the same period last year.

Combines in Oklahoma wheat fields increased from 1,500 in 1926 to 2,500 in 1927.

Fifty years ago the new wheat lands west of the Mississippi and the McCormick reaper upset the agricultural balance of the world. Today the combine is roaring across the small grain areas from the Pacific to the Alleghenies and it's threatening a second turnover that may have a thousand industrial, social and political echoes.—Philadelphia Ledger.

Economical Operation the Special Feature of the New Wabash Elevator at Kansas City

In 1913 the Wabash Railroad which operates over 2500 miles of track and has its Western terminus at Kansas City erected a wood elevator in North Kansas City together with 8 reinforced concrete storage tanks with a capacity of 208,300 bus. Three years later additional tanks were erected and in 1922 the storage capacity of the plant was more than doubled by the addition of 33 reinforced concrete cylindrical tanks. This gave the elevator storage room for over 800,000 bus., but these 77 tanks with their interspace bins were found to be insufficient to handle the business offered to the Wabash at Kansas City, so Dec. 31, 1926, a contract was let by the Wabash to Jas. Stewart & Co. for another reinforced concrete elevator.

The new reinforced concrete workhouse is separated from the old wood workhouse by the boiler house and adjoining it has been erected 22 reinforced cylindrical bins arranged in two rows of 11 each. The old and the new plants being built on a long strip between the tracks are served by the same receiving and the same shipping tracks.

A 30" conveyor belt from the basement of the old workhouse carries grain thru a tunnel to the basement of the new workhouse and a 30" belt conveyor carries grain from the grain cleaning story of the new workhouse to the bin floor of the old wood workhouse so that grain can be transferred back and forth as the operators may desire.

As is clearly shown by the photo engraving appearing on the outside front cover, the two plants are so arranged as to be operated as a single unit.

THE WORKHOUSE is of reinforced concrete and is 46' 11" square. The cupola is smaller and rises to a height of 195' 4". The 27 bins of the workhouse provide storage for 77,820 bus., and range in capacity from 1,220 to 4,500 bus. each. The basement of the new workhouse has a 14' 6" ceiling and incoming conveyors from the storage tanks and from the old workhouse terminate at a point high enough to spout grain to either of the boots of the two legs now installed or to the additional legs to be installed later.

On the ground floor of the workhouse is a commodious office provided for the superintendent and his assistants, also movable spouting for transferring grain from the various overhead bins to the boot of either leg.

Immediately above the first story are separate rooms provided for the transformer and the switchboard.

The ever increasing cost of doing business is forcing elevator operators to give close study to the reduction of operating costs and this house is so arranged that one man can operate the clipper, the warehouse separator and the wheat washer for his shift without any assistance and without elevating any grain. The drier is also arranged with bins above and below it so that it may be operated for a long period without elevating any grain or interfering with the other operations of the house. With this arrangement the various activities of the plant can be conducted night or day without a full force of men.

A cleaner story is provided by cutting in two, horizontally, 12 bins of the bin story. This makes 12 small bins above the cleaner story and 12 below. In this story are installed a No. 15 Monitor Warehouse Separator, a No. 10 Invincible Oat Clipper and a new model single cylinder wheat washer of 400 bus. per hour capacity. A 30" conveyor running from this cleaner story carries grain to the bin floor of the old workhouse.

In one bay of the new workhouse is an improved dust collecting Morris Drier of 1,000 bus. per hour drying capacity. Above the drier is a 4,000 bus. garner, while below it is a large cooler and below the cooler a 5,000 bus. garner to hold the dried grain until it can be conveniently transferred or shipped. The large fan for the drier draws air thru the cooler and the steam coils and drives it into the dust settling chamber above.

The large dust settling chamber is vented out thru the roof of the main part of the workhouse. Dust from this dust settling chamber, from the separator and the clipper on the cleaner floor and from the floor sweeps thruout the house is carried to a carload capacity concrete dust bin on the side of the storage tanks. A small fan has been provided for blowing dust from this bin direct into cars, thus reducing the cost of handling.

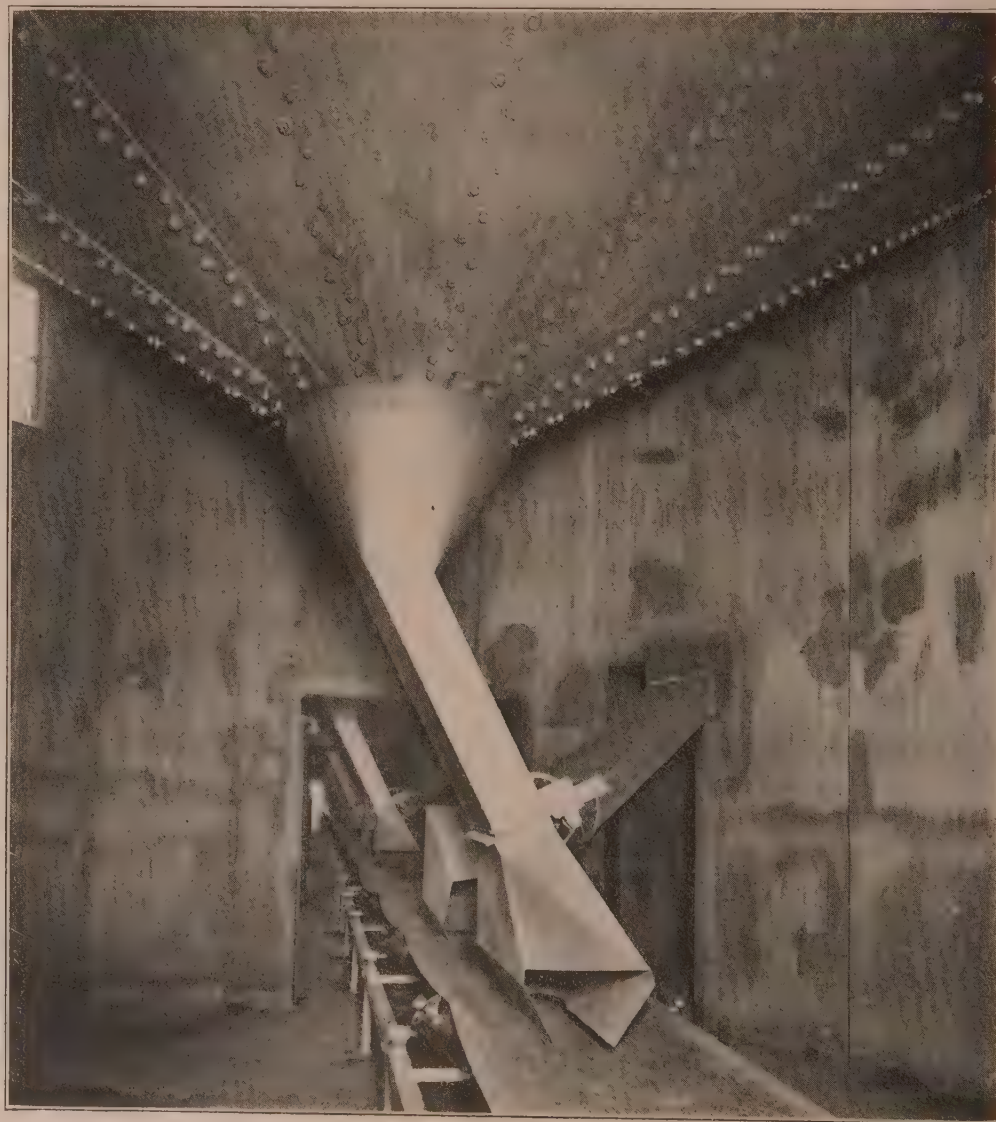
This house is equipped and arranged with a special view to rapid handling with a small force of men. During a recent rush to get out an order, 38 cars were loaded with wheat in 3 hours and 10 minutes with one shipping leg, one scale and one shipping track.

In the cupola of the workhouse are the heads of two large capacity legs with provision made for installing two more legs later, two 3,000 bus. garner, two 2,500 bus. Fair-

banks, Morse Hopper Scales and two Universal Distributing Spouts, with provision for installing two more legs, a garner and a scale later. The two Fairbanks 2,500 bus. hopper scales are fitted with type registering beams and weight lifting devices. They were inspected, tested and passed by the Kansas City authorities in less than four hours time for each scale and with unusually high accuracy. The maximum error was one pound while weighing grain and weights totaling 150,000 pounds.

The 25,000 bus. per hour receiving leg is equipped with four rows of 15x8x8 Buffalo buckets running over an 84x52 in. head pulley. The shipping leg is equipped with two rows of 15x8x8 buckets running over an 84x32 in. head pulley.

By means of a special Budd-Sinks dust prevention equipment all light dust is drawn from the scale hoppers and the elevator heads and boots to two Cyclone dust collectors on the roof of the cupola. Each leg has an independent dust prevention system. The light dust escapes out of the top of collectors and the heavy dust is dropped to the garner and returned to the grain from which it came so nothing is lost and dust is not scattered over all the house. Each system is operated by an individual fan mounted on the individual leg motor, thus requiring no bearings and so that its operation is automatic. Each fan handles over 3,000 cu. ft. of air per minute. The up-side of the casing of each leg is enlarged because the fan receives most of its air from the first floor gratings and where the belt conveyors discharge the grain to the leg. This takes care of the dust generated where the conveyors dis-



One of the Shipping Conveyors of New Wabash Elevator at Kansas City. See facing page and front cover.

charge into the leg or where the grain is spouted from the workhouse bins to the spouts leading to the legs from the first floor of the workhouse.

Below the distributing floor and housed in a top section of the bin story are the two 48" storage conveyors which carry grain to any of the 33 bins in the storage annex.

The steel stairway and a Humphrey Elevator are installed in shaft with fire doors at every opening and provide easy passage to any floor of the cupola or to the grain cleaning and drying department.

THE TRACK SHED is 16' 6" wide and extends for 122' along the receiving side of the workhouse and the storage tanks. A section of it is enlarged to accommodate the power car unloader. A sheet steel receiving pit of carload capacity is hopped longitudinally so as to receive grain from cars at any angle and to deliver it to the 48" conveyor belt running parallel with the track.

The car unloader was supplied and installed by the Link-Belt Co., and has a capacity for unloading 8 cars per hour. The grain doors are removed by power and the car tilted to an angle that expedites the movement of the grain from the box to the receiving pit. The car unloader is equipped with three 15 h.p., one 40 h.p., and one 3 h.p. motors. Economic conditions are driving terminal elevator operators to keep their pay rolls at a minimum. So much difficulty is experienced by large elevator operators in keeping a dependable force of grain unloaders at hand that all elevators located in large centers must soon install power car unloaders to enable them to receive grain promptly when it is offered.

Grain from the receiving pit is dropped onto conveyor belt No. 1 thru five openings equipped with valves so that feed can be controlled by the car unloader operator. Grain from conveyor No. 1 is delivered to conveyor No. 2, a 48" belt running at right angles to it and No. 2 delivers the grain to the boot of the receiving leg in the workhouse.

Grain laden cars are kept pulled up to the car dumper by a large power car puller and from this point one at a time the cars are taken by a small car puller onto the car dumper platform. As each car is pulled onto the car dumper it pushes the last car unloaded off the dumper onto a decline over which gravity carries the empties down the storage track. The disposal of the empties or the setting in of loaded cars in no wise interferes with the unloading operations.

A car spout on the receiving side of the workhouse is so located that grain of a plugged load can be quickly returned to the car from which it was dumped. On the opposite side of the workhouse is an iron canopy to protect cars being loaded from stormy weather and two large spouts with bifurcated loaders are arranged so as to load cars on either of two shipping tracks. A large car puller is provided to spot empties for loading.

THE STORAGE TANKS. Adjoining the workhouse on the side opposite from the old elevator are 22 cylindrical reinforced concrete tanks each being 24' 1½" in diameter by 118' deep. The walls of these tanks form 11 interspace bins. Each of the large tanks will hold 41,400 bus., while the ten interspace bins will hold 10,250 bus. and the end bin 4670 bus., making a total of 1,017,970 bus. capacity for the storage annex or a grand total of 1,105,190 bus. new concrete storage.

All the bins in the storage annex are equipped with Zeleny Thermometers so heating grain will be quickly indicated in the instrument room of the conveyor gallery.

The 8 ft. high receiving conveyor gallery over the storage tanks is of reinforced concrete construction, but the walls are largely of glass so as to provide perfect light and ventilation and will offer little resistance to the force of a dust explosion. This gallery houses the two 48" storage belts each equipped with a movable tripper so as to divert grain to any tank or interspace bin. Each belt is driven by a 40 h.p. double squirrel cage motor thru silent chain drives.

The basement of the storage house has a 10' 6" ceiling and the steel conical bottoms of the bins give a roomy, well lighted basement for the two 36-in. shipping belts which take grain from storage bins and will deliver it to the receiving leg or shipping leg or to either of the two large legs which it is planned to install in the workhouse later.

WORK WAS STARTED on clearing the site for this elevator the third day of January 1927 and grain was received in the completed house the middle of June. This is a very creditable record for a building of reinforced concrete during freezing weather especially as the structure is supported on about 3,000 piles.

THE POWER OF EQUIPMENT: The receiving leg of the elevator is driven by a Fairbanks, Morse Type 150 h.p. 900 r.p.m. motor direct connected to a Falk Gear Reducer. This motor is started through a CCOR compensator which provides overload and under

voltage protection. Although the above motor is a double squirrel cage machine possessing the characteristics of low starting current and high starting torque and can be thrown directly on the line at full voltage without damage to the motor, it was decided by the engineers to start this motor by means of the compensator providing reduced voltage. This arrangement provides starting torque in excess of full load torque and the starting current is much less than could be obtained by means of the standard squirrel cage motor developing an equal torque. The use of the reduced voltage compensator does not prevent starting this motor at full voltage with its highest torque in case conditions require such capacity.

The shipping leg motor is of similar type and is connected in the same way, but is rated at 125 h.p. The same type of motor is used on this leg as on the receiving leg and this motor is also started through compensator for the same reason.

The cleaner is driven by a 15 h.p. Type H Single Cage machine with a Type CCOR starter. It was decided to use the single cage motor on this application as there is little necessity for high starting torque.

The 100-h.p. 900 r.p.m. Type H motor driving the drier fan is also single squirrel cage machine, since the starting torque is comparatively low for the fan drier.

The 25 and 40-h.p. motors on the shipping conveyor and on the storage conveyor are also of the double squirrel cage type. These were chosen because of their ability to start a fully loaded belt. The 25-h.p. motors are thrown directly on the line thru Industrial Control full voltage starters. These controls are worthy of interest as they are entirely enclosed in cast iron cases with rubber gasketed joints. The controls for the 40-h.p. machines are of the compensator type and were manufactured by Fairbanks Morse.

Two 40-h.p. car puller motors were used in connection with Cutler-Hammer control equipment. The third slip ring motor rated at 10 h.p. is used to pull single carloads of grain into the car dumper. All of these slip ring motors are equipped with cast iron enclosures for the slip rings making them satisfactory for grain elevator service without increasing the fire hazard. These cast iron enclosures are arranged with split covers for ready inspection of the rings and brush rigging.

The four 10-h.p. motors used for the bridge and tunnel conveyors and also for the receiving pit conveyors are also of the double squirrel



Conveyor Gallery Over Storage Tanks of Wabash Elevator at Kansas City.
See facing page and front cover page.

rel cage type. These motors are started by throwing them directly on the line at full voltage through Industrial Control starters. These starters provide overload and under voltage protection and are especially suitable for grain elevator service.

The wheat washer is belt driven by a 10-h.p. 1200 r.p.m. standard squirrel cage machine as in this case also the starting torque required by this device is very low and can easily be handled by a standard single cage motor.

All of the above motors are of the ball bearing type. Those which have been described as double squirrel cage motors are known as Type HJ while the standard single cage motors are of the Type H. All are of the open frame design and all carry full load continuously without exceeding forty degrees rise and will carry also 25% overload for two hours following full load run without exceeding 55 degrees rise. The use of ball bearing motors in elevator service is preferred by some insurance companies as there is little chance for overheating of bearings. They come ready to run and require no lubrication whatever for the first year of operation and one time a year thereafter. This is based upon daily service of twelve hours each.

The hopper scales and the motors were supplied by Fairbanks, Morse & Co.

The dust collecting system by the Cyclone Blow Pipe Co.

The belt conveyors by the Goodrich Rubber & Belting Mfg. Co.

The drier by the Strong-Scott Mfg. Co.

The spouting by Sprout Waldron & Co.

The trippers, boots and heads by the J. B. Ehsam & Sons Mfg. Co.

The gear head drives by the Falk Corporation.

Metal stairways, leg casings, steel conveyor supports and draw hoppers and manhole frames by Weller Metal Products Co.

The house was designed and built by James Stewart & Company, W. R. Sinks, Mgr. and T. D. Budd engineer, and will be operated by the Nye, Jenks Grain Co. F. C. Blodgett is manager and Rice Nance Supt.

New Bearings on Corn Sheller.

The importance of self-aligning bearings on corn shellers, which will permit of some lateral movement, is so evident that a great many elevators in the corn belt are rapidly making the change from plain bearings to modern anti-friction bearings. Among the installations which have been in long enough to prove their worth is the one in the plant of the Radford Grain Co. at Radford, Ill., some 15 or 20 miles south of Decatur, on the Illinois Central.

A little more than 5 months ago, L. H. McDaniel, who operates the company, made the change on his Western sheller to S. K. F. ball bearings. He reports that at no time since has he been troubled with a sheller bearing running hot, or failing to operate freely.

His elevator is equipped with 6 ear-corn dumps. A drag belt works both ways to the center where the sheller is located. During the height of the season all six dumps are frequently in use and crowd the sheller close to capacity. Yet the sheller handled damp, tough corn from the last crop without faltering and the bearings gave no trouble whatsoever.

The sheller is located in the 40,000 bu. corn elevator of the company here illustrated.

The Postum Co., Inc., Battle Creek, Mich., has secured the approval of its purchase of the Walter Baker Co., Ltd., of Boston, Mass.

The Enid (Okla.) Wheat Exposition is scheduled for Sept. 19-23. It is interesting to note the Exposition is slated for the Lindbergh Hall, which structure in addition to being dedicated to the famous flyer, is also devoted as the city's contribution to the welfare of the producers.

Shippers' Advisory Boards and the Car Service Division.

By R. C. Andrews, District Manager, Car Service Division, American Ry. Ass'n.

Car Hire.—For a number of years payment to owners for the use of their cars was a stipulated amount for each mile the car moved, either loaded or empty. Under that method there was no incentive to return a car to the owner, as it cost nothing to keep it; and this invariably resulted in an accumulation of cars at consuming centers and a shortage in production territories.

Per Diem.—These unsatisfactory conditions eventuated in changing the manner of payment for car hire from a mileage to a per diem basis, under which plan a more prompt return of cars to owners was brought about; but during periods of heavy demand considerable difficulty was still experienced by owners in securing the return of their equipment from roads that needed the cars.

Car Service Organized.—This finally led to the formation by the railroads of a Com'te on Car Service, whose duty it was to promulgate and enforce regulations governing the interchange and handling of equipment between railroads.

The present organization of the Car Service Division maintains headquarters in Washington. Its personnel consists of a chairman, a secretary and four managers, each assigned to certain departments of the work. At the beginning of 1923, in order to keep in closer touch with local conditions thruout the country district managers were established, each having jurisdiction over a district in which the problems of transportation and car distribution, also the industrial situation, were more or less related and local to the territory. There are now fourteen of these district managers with appropriate supervising organizations—and I happen to be the manager assigned to the Southwest.

Car Service Rules.—To avoid the cumbersome and impractical method of directing the distribution and movement of cars thru special orders, there were set up car service rules by which the movement of empty cars is accomplished automatically. Briefly these rules provide that when a car is released on a railroad not the owner it must be returned to the owner, either loaded or empty, by the most direct route if practicable, otherwise the service route, without unnecessary delay; and all railroads over whose rails a foreign car moves are under obligation to observe this basic rule. Shippers are requested that when a car is loaded the shipment should, as far as practicable, be routed via the road that owns the car.

There are two important reasons for this: First, each railroad has purchased equipment calculated to best meet the needs of traffic originating on its line, and by prompt relocation to the owner shippers are assisted to the use of the particular class and type of car which best suits their individual needs; second, loading cars via the owner line gives encouragement to that line to maintain its full quota of car ownership. In other words, if it is generally understood that shippers are inclined to favor roads whose cars they load, it naturally follows that no road would care to be deficient in car ownership.

There are now in service on all railroads in the U. S. approximately two and one-half million freight cars. There were loaded last year with revenue freight fifty-three million cars plus, or an average of more than a million per week.

With a population of only about 33% there is produced west of the Mississippi River 77% of the grain, 52% of citrus and fresh fruits, 79% of the livestock, 54% of the lumber, about 60% of petroleum products, more than 80% of the rice and sugar, 55% of the cotton, and 90% of all the sulphur produced in the world, besides a large per cent of other basic commodities.

Empties Must Move West.—As a very considerable proportion of these products must be consumed in the densely populated districts of the East where 72% of the manufacturing establishments are located, there must of necessity be a prompt and systematic return of western cars to home territory in order to meet the current loading demands in those sections; in fact, any slowing down of the return movement of this equipment from east to west or excessive delays to the traffic moving from west to east, would greatly complicate the problem of car supply.

Advisory Boards.—The establishment of Shippers Advisory Boards serving all sections of the United States had for its foundation the underlying principle that an organization would be formed to represent every important phase of commerce and production, its activities to be conducted on such a high plane of fairness and justice that public endorsement would be readily assured.

Thru the contacts set up in these Boards there has developed a definite understanding of the mutuality of interest between shippers generally and the railroads with respect to transportation and kindred matters. It is exceedingly important for the good of all interests that these relationships be continued indefinitely and that the machinery of the Boards be used to extend their fields of usefulness into every channel of production and distribution where this may properly be done.

The fact that more than fifteen thousand leaders of industry and of the carriers are now identified with this enterprise is the best of evidence, I think, of a growing realization of the need of this sort of thing and the practicality of it.

We have been getting results. Altho the number of freight cars in service on all railroads has increased but little during the past four years, the number of new cars placed in service being only slightly more than the number of worn out and obsolete cars retired, we have not had a car shortage anywhere in the country notwithstanding the very great increase in traffic during this time.

We had this past season in our own territory the heaviest perishable, grain, and cotton crops ever produced and the traffic of other commodities originating in the territory was also the heaviest of record. Not only were these movements accomplished without car shortage, but also without congestion or other difficulties of consequence. I do not mean to convey the impression that the car supply and service were 100% perfect at all places and at all times, for they were not. Certain conditions developed locally from time to time which had to be worked out but this was done in practically all cases without any very unfortunate results.

Some may wonder in what way our Shippers Advisory Board contributed to this splendid performance. In the first place the cooperative spirit developed in this Board made it easily possible to secure the support of shippers and receivers of our car service programs, which included advance estimates by shippers themselves of prospective traffic and transportation necessities, systematic ordering of cars, prompt loading and unloading, quicker diversions and reconsignments, and other influencing factors that tend to eliminate unnecessary delays.

At the beginning of our big grain movement this past season terminal grain comites, composed of local representatives of the industry and the carriers were established at Fort Worth, Houston and Galveston to supervise the movement and handling into and thru these points with the view to preventing unnecessary delays; and a large measure of the success in taking care of such a big movement so efficiently was due to the splendid cooperation of all interests brought about by these comites.

Port Customs Changed.—For example, there were certain long-established customs in loading vessels at Galveston that had to be changed in order to attain maximum elevator results



Radford Grain Co.'s 40,000-bu. Elevator at Radford, Ill.

and altho heretofore the steamship lines strongly resisted any change in these methods, they yielded last season without protest—all interests worked together for the common good.

And these Advisory Boards have, not only brought about better understanding and co-operation between shippers and carriers, but they have appreciably improved the relationships between shippers and railroads.

It used to be the regular practice of our port railroads, and a thing they considered proper, to appropriate for their own loadings as many of the cars released on their tracks as they had use for regardless of the needs of lines serving production territory. They no longer feel this way about it and last season these same lines gave special movement to empty grain cars and returned them promptly to originating lines as soon as releases were effected, regardless of their own needs. If it had been otherwise it would have been absolutely impossible to have maintained anything like an adequate supply of cars in grain territory.

At the time these Boards were first organized there were a number of shippers who had very little confidence in the integrity of their competitors. That feeling is rapidly giving way to a more advanced step in business sociology that we have learned to call cooperation.

Quarterly Commodity Reports.—May I say just a word here regarding reports of commodity com'tes of the Board, which are rendered quarterly, giving an outline of the current economic condition of each industry represented together with a forecast of business and transportation requirements for three months ahead.

These reports coming as they do from those actually engaged in the business they represent are of exceeding value to the carriers in enabling them to formulate in advance their operating and transportation programs in an orderly and efficient manner, and are perhaps of equal value to industry in that every branch is given from the most practical and dependable source available anywhere a close-up view of the conditions that obtain.

The Car Service Division is now testing out the feasibility of a new plan for securing and disseminating this information which will provide for still greater accuracy in these reports and if this can be worked out as contemplated it will be possible to know, with reasonable exactness, just what the business situation is at any time in every important industry thruout the United States.

Our plan is to re-establish Terminal Com'tes to function as they did last year. A large supply of grain cars will be mobilized in advance of the movement and a program set up providing for the prompt return of these cars to grain territory as soon as releases are effected at destinations.

But I am not so sure, if early exports this season exceed greatly the volume of last year, that elevator facilities at origin points can take the grain as fast as it will come from these combines, and if that should happen we may expect grain on ground at those places where storage and handling facilities are lacking. If destination facilities should prove inadequate to take care of the shipments with reasonable promptness, something must be done, of course, to prevent excessive accumulations.

Aaron Sapiro held himself up before a group of Saskatchewan farmers recently as seeking a law in Saskatchewan that would eliminate speculation in grain, and if necessary destroy the Winnipeg Grain Exchange. A Saskatchewan law would hardly be likely to destroy a Manitoba institution. Rave on Aaron!

George M. Moulton Passes On.

Major General George M. Moulton died at the home of his daughter in Chicago on July 24 at the age of 76. Death followed an operation in June from which he did not rally. He had been a resident of Chicago since 1853, and since the '80's was known for his military activities, having been retired of late as Major General of the Illinois National Guard.

Born in Readsboro, Vt., March 15, 1851, of revolutionary and colonial ancestry, he was brought to Chicago two years later. After graduation from high school he went into business with his father, a pioneer in building large grain elevators in the terminal markets.

In 1870 his father erected the first grain elevator at Duluth and the firm continued to specialize in terminal elevators until 1905, at which time Geo. M. Moulton engaged in the insurance business.

Broker's Confirmation Governs.

Transit Grain & Commission Co., Fort Worth, Tex., v. Scott Bros., Perryton, Tex., defendants, before Arbitration Com'te No. 4 of the Grain Dealers National Ass'n, composed of E. W. Crouch, Tom F. Connally and E. Wilkinson.

This case grows out of the sale of 5,000 bus. of wheat by Scott Bros. to Transit Grain & Commission Co., June 24, 1926, the sale being made thru a broker, Harry Johnson, of Ft. Worth, Tex.

The defendant claims he was not selling wheat for export but was selling milling wheat, while the plaintiff claims he was buying export wheat and on June 24, the date of purchase, sent his written confirmation to the defendant, which reads, "5,000 bus. No. 1 hard wheat \$1.42 delivered Galveston, destination weights and grades, to be billed to Galveston for export."

The defendant on the same date sent the buyer his written confirmation, which reads, "5,000 bus. No. 1 hard wheat lower grades to apply at regular export scales at \$1.42 a bushel delivered Galveston, June shipment to Fort Worth, official weights, Federal grades."

The broker's written confirmation also of the same date, reads, "5,000 bus. No. 1 hard wheat at \$1.42 delivered Galveston for export, June shipment, destination weights and grades, to be billed to Galveston, Tex."

The defendant wired his broker on the 24th, for shipping instructions and files with his papers his broker's telegraphic reply: "Ship wheat to Fort Worth, papers Transit Grain." On the same date the broker mailed his written confirmation to buyer "Delivered Galveston for export."

Since there is nothing to show that the plaintiff requested shipment to Ft. Worth and since the written confirmation of both the broker and the plaintiff specified Galveston as destination, the com'te must conclude Galveston was the contract destination. To reach any other conclusion will place the buyer in the position of being bound by either an error or an unauthorized act of the defendant's broker. The defendant shipped to Fort Worth in good faith, but the buyer in the same good faith, expected shipment to be made to Galveston. When the buyer received Bs/L reading "destination, Ft. Worth," he immediately placed orders with the transportation company to divert the shipments to Galveston, and this diversion was accomplished prior to the arrival at Ft. Worth of the cars in question.

The broker's wire was a very unfortunate one but as he was acting as the defendant's broker, the penalty should not be placed on the buyer and under the circumstances this com'te must disregard the shipping instructions given in this wire sent by the defendant's broker and decide the case on the written confirmation of the broker.

Two cars are in dispute: A. T. 32147 which grades at Galveston, July 16, "sample grade, hard winter, weight 60.7 sour and heating," and car A. T. 120023 which grades, "sample, dark, hard winter, weight 61.5, moisture 16.6."

The defendant pleads that the buyer did not comply with Rule No. 26 regarding "off grades" and had no right to unload the wheat without an agreement being reached as to the discounts. However, the shipper's confirmation carried this clause, "Lower grades to apply at regular export scale," but aside from this, it is a well established trade custom to unload at ports, off grade grain on export contracts without notifying the shipper of the grade. The export scale then in effect deducted one cent a bushel discount for each pound the wheat tested below 60 pounds; this test scale applying for each grade down to and including grade No. 5. The plaintiff used this scale and took an additional discount because the cars graded "sample" or lower than No. 5.

To this com'te, the only question is—were the discounts applied in plaintiff's account sales justified by the terms of the contract. The com'te is of the opinion that the ten cents a bushel discount exacted on the car grading sample grade, sour and heating, was reasonable, but car A. T. 120023 graded sample account containing moisture 1.1 per cent in excess of the No. 5 grade, but was sound, sweet and tested 61.6 pounds. The com'te is of the opinion that six cents a bushel instead of 7 cents as exacted was the maximum discount that should be required of the shipper on this car.

Revising the plaintiff's account sales to that basis, would entitle the plaintiff to an award of \$242.24 instead of \$256.70, the amount asked.

The defendant files an offset claim of \$48.33 covering account sales on other cars shipped the plaintiff. The plaintiff acknowledges the justice of this counter claim and states he is willing "to adjust it in accordance with defendant's wishes."

We find for the plaintiff in the sum of \$242.24 less the defendant's counter claim of \$48.33, being a net award to the plaintiff of \$193.91, and assess the costs of arbitration against the defendant.

Middleman's Place in the Economic Structure.

Elimination of the middleman, a topic of vital interest to agriculture, was a focus of attention at the sessions of the American Institute of Co-operation which have just been conducted at Chicago.

"It is now agreed by all students of the agricultural situation," says E. R. Downie, general manager of the Kansas Co-operative Wheat Marketing Ass'n, "that facilities for the distribution and marketing of wheat and the organization to operate such facilities and look after the business of marketing must necessarily be considered a part of the production program of the farmer."

This is a sweeping statement.

If one presumes that the economic development of production and distribution in agriculture is following the line of general business, one will note that production and distribution in the latter are sharply differentiated.

In many large industries, it is true, both are carried on as parts of one organization. But in other industries production is confined to one organization and distribution to another.

It would seem from this evolutionary development that whether the best results can be secured by producers handling their own distribution, or by turning their products over to another organization for distribution, depends upon the nature of the industry.

It is, perhaps, an error of some agricultural economists to regard distribution as wholly dependent on production and of lesser importance. In the largest sense this is never the case. Production depends upon distribution probably quite as much as distribution depends upon production. They are interdependent, first one and then the other assuming supreme importance because of surrounding conditions.

In general business the tendency is to emphasize the great importance of distribution. Every business man knows that without distribution his production is worthless. He develops the greatest possible efficiency in a sales department of his own, or he turns his production over to an organization that devotes itself exclusively to distribution.

The progress of civilization itself probably is more clearly recorded in the development of methods of distribution than in any other way. Railroads, the telegraph, the telephone, the automobile, radio and finally the airplane are all great instruments primarily for distribution. Secondly they are forces that stimulate and regulate production.

The middleman is not the useless drone that he sometimes is represented to be by the producer. To the citizen who gets the cream for his morning coffee delivered at his door, the milkman represents an activity quite as important as production on a dairy farm that may be 100 miles away.

If producers can market their products better and more economically than a distinctive distributing organization, the latter ultimately will be eliminated.

If farmers can distribute their wheat better than it is distributed under the system that most generally prevails, it is only necessary for them to do so, and the old system will eventually go into the discard of economic progress. —Chicago Herald-Examiner.

Litigation is so expensive and exasperating, due to the law's delays, that few dealers with experience care to seek the adjustment of their differences thru the courts when it can possibly be avoided. By avoiding controversy losses and expenses can be reduced. The pitfalls that await the dealer are discoverable in advance by the dealer who reads the many new decisions published in every number of the Journal, each involving some grain trade contract or arbitration, a study of which leads to a clearer understanding of the essentials of a contract.

Decision of New Orleans Rate Case.

The Interstate Commerce Commission in a decision given July 9 favored most of the contentions of New Orleans, and made the following order, effective Dec. 12:

We find that this undue prejudice should be removed by establishing, from or to interior points from which the short-line distances to New Orleans do not exceed those to Galveston by more than approximately 25 per cent, rates to or from Galveston and the other Texas ports taking the same rates, as the case may be, which do not exceed the contemporaneous rates on the same commodities to or from New Orleans; and by establishing from or to interior points from which the short-line distances to New Orleans exceeded those to Galveston by more than approximately 25 per cent, rates to or from Galveston and the other Texas ports taking the same rates, as the case may be, which do not exceed rates which are less than the contemporaneous rates on the same commodities to or from New Orleans by the differentials on the respective commodities.

Rates from or to interior points from which the distances, determined as aforesaid, to New Orleans exceed those from the same point to Galveston by more than approximately 25 per cent, rates which are less by the following differentials than the corresponding rates contemporaneously maintained from or to ship-side at New Orleans.

Grain and grain products from Kansas on, south, and east of the line of the Rock Island from and including Liberal to but not including Hutchinson, and from Oklahoma and Texas on and north of the lines of the Rock Island and the Chicago, Rock Island & Gulf, hereinafter collectively or separately referred to as the Rock Island from and including Oklahoma City through Clinton, Okla., and Amarillo, Tex., to the Texas-New Mexico state line, 1c; from Oklahoma and Texas south of the Rock Island Lines just described, 2c.

In the territory north of the Rock Island in Kansas and south of the Union Pacific from Kansas City, Kan., to the Kansas-Colorado line rates will be equalized where the distance to New Orleans does not exceed the short line distance to Galveston by 25 per cent.

For the purpose of complying with the foregoing findings, defendants will be expected to draw the eastern boundary line of the territory from which the prescribed differentials shall apply substantially as follows: In Texas, commencing directly east of Haslam and extending north and directly east of the lines of the Houston East & West Texas from Haslam to Tenaha, the Gulf, Colorado & Santa Fe thence to Longview, the Texas & Pacific thence to Big Sandy, the St. Louis Southwestern thence to Mt. Pleasant, the Paris & Mt. Pleasant thence to Paris, and thence on an air line extending

northwest from Paris to, but not including Durant, Okla.; in Oklahoma, commencing directly east of the line of the Kansas, Oklahoma & Gulf as it crosses the Texas-Oklahoma state line and extending north and directly east of that line to Durant, thence directly east of the lines of the St. Louis-San Francisco from Durant to Ada and of the Santa Fe thence through Oklahoma City, Ponca City and Blackwell to South Haven, Kan.; and in Kansas, commencing directly east of Hunnewell on the Santa Fe and extending north and directly east of the line of that carrier thru an air line to Conway Springs, thence South Haven to Wellington, thence on directly east of the line of the Missouri Pacific from Conway Springs to Kingman, thence directly west of the lines of the Santa Fe from Lashmet to Hutchinson and of the Missouri Pacific from Hutchinson through Sterling and Lyons to Kanopolis.

In determining distances to or from the respective ports of Galveston and New Orleans the shortest routes over which carload traffic can be moved without transfer of loading shall be used.

Kansas City grain dealers opposed the proposed 3c differential. J. W. Holloway, assistant transportation commissioner of the Kansas City Board of Trade, said: We are opposed to any differential whatever. The decision permits us to operate in a much larger part of Kansas than the rates which are under suspension would have allowed.

Carl Giessow, of the traffic bureau of the New Orleans Board of Trade, said: The decision gives New Orleans a part of what she asked as just.

E. H. Thornton, traffic manager of the Galveston Chamber of Commerce, said: The differential of 1c to 2c stipulated in the Commission's order will give the Texas ports access to the best part of the grain territory. This decision in its entirety will enable Galveston to develop a large volume of new business which heretofore has gone to New Orleans on account of the rate situation.

Argentina exports during the month of June included the following in thousand tons: Wheat 420 (15,431,000 bus.), corn 1,067 (42,008,000 bus.), linseed 158 (6,220,000 bus.), oats 99 (6,820,000 bus.), barley 18 (827,000 bus.) and flour 12 (135,000 barrels) according to a report from A. V. Dye, Commercial Attache at Buenos Aires.

Canadian Wheat Board Will Expire Sept. 1.

The Canadian Wheat Board created by the Dominion government July 31, 1919, to fix prices of wheat and take possession of the crop, and which functioned until 1921, will go out of existence Sept. 1, under an order in council passed Mar. 15, 1927.

The wheat growers were given "participation certificates" to be surrendered after it was ascertained how much was due. Altho it is more than 7 years since the first certificate was issued and 5 years since the last many are still outstanding and the holders will never receive payment, due to the failure to protect the certificates, the amount retained by the government being nearly \$735,000.

As it is costing more to maintain the office than the payments amount to it was decided to close the office and all amounts not distributed by Sept. 1 will be forfeited to the crown. At the last accounting Aug. 31, 1926, there was \$196,585 outstanding.

This demonstrates the injustice of the pool system of selling crops, which results in a failure of wheat growers to receive payment for their crops, the regular grain dealers, on the contrary, always paying in full on delivery of the grain.

The Dominion Board of Grain Commissioners has established an inspection district for grain at Moose Jaw, Sask., and the force will be placed on duty with the first movement of the new crop.

New Elevator at Owaneco.

Finding its old elevator inefficient in the handling of the heavy volume of grain it was called upon to handle, the Owaneco Farmers Cooperative Ass'n tore down its old 10,000 bu. wood house and erected an elevator which is illustrated herewith.

It is a 30,000 bu. iron clad cribbed structure, 31½x33½ and 88 ft. high, built adjacent to a 30x87 ft. crib 30 ft. high, which holds 20,000 bu. of ear corn in 8 cribs. The new storage unit has 5 bins.

The plant is equipped with 4 legs, 2 in the bulk storage unit and 2 in the corn cribs. These are operated by Fairbanks-Morse inclosed, ventilated electric motors. Two 20 h.p. motors are used in the bulk storage unit, two 10 h.p. in the crib. In addition the machinery is so arranged that should the electric power fail, a 25 h.p. kerosene engine, housed in an adjacent brick and concrete engine house, can be immediately put to work. Each leg has capacity for elevating 3,000 bus. per hour.

Four log dumps unload incoming grain. A drag belt carries ear corn to the Western sheller in the full cement basement. Grain is cleaned over a Western cleaner. Oats are run thru a clipper cleaner. Grain is weighed out over an 8 bu. Richardson automatic scale.

Dust and cobs are carried to an 8x14 ft. building a few feet from the elevator. This is divided by a partition and one-third is used for dust and two-thirds for cobs. It is so arranged that farmers may back their wagons or trucks under it to obtain cobs.

The seed house is a one-story concrete block structure 25x60 ft. fitted with a full cement floor. In the back part of the building is a seed cleaner operated by a 5 h.p. Fairbanks-Morse motor. Two custom grinding machines are also located here and have a capacity for 100 bus. per hour.

The coal sheds are 12x60 ft., divided into three bins and are of cribbed construction. They can hold about 200 tons.

The office is a two-room structure, 12x24 ft. It is fitted with a Fairbanks 10-ton truck scale and is equipped with modern office equipment to make the burden of bookkeeping and accounting lighter.

The new elevator was built for the Owaneco Farmers Cooperative Ass'n and is managed by Ed Rousey, who does a thriving business in hay, coal, feed and seed as well as grain.



30,000-bu. Cribbed Elevator of Owaneco Farmers Co-op. Ass'n at Owaneco, Ill.

Profit for the Country Elevator in Grain Cleaning.

Thoro cleaning of grain so raises the grade that premiums may often be obtained sufficient to pay for the cleaning operation and show an extra profit. Further profit lies in the sale of the screenings.

Among elevators of the northwest, cleaners are common. Wheat in that territory, oftener than not, bears such quantities of foreign matter that the use of a dockage tester is a necessity in properly discounting the purchased grain. Country dealers have found it highly advisable to own and operate their own cleaning machinery, turning the screenings back to the farmers instead of paying freight on them to the terminal markets.

Franklin like, the advantages of cleaning at the country station, may be enumerated as follows:

Raising of the grade.

Savings of screenings which would be docked at the terminal markets for return to the farms.

Saving of the freight costs on the weight of the screenings.

Maintenance of a reputation for shipping high grade grain which earns a premium at interior markets.

On the disadvantage side may be recorded:

Losses in gross weight.

The acquiring of screenings which require a little effort to turn back at a profit.

The investment and costs of operation of cleaning equipment.

Properly handled, there can be no doubt but that the advantages far outweigh the disadvantages. Making them do so, however, predicates a disposition to work and an appreciation of small, accumulative profits.

Usually the discounts at terminal markets on low grade grains are sufficient to pay for the recleaning, this being a figured item in the mak-

ing of such discounts. In such terminal markets, figuring the investment in and costs of operating machinery for this purpose, are carefully considered. If it pays to clean grain in the terminal markets, there can be no doubt, but that it also pays in the country where the overhead is lower and the elevator man needs some extra work to keep him busy.

It requires some effort to educate the farmer to the use of screenings in the feeding of his livestock, but you can sell your screenings to him at a price which gives him high feeding value at a small expense, yet leaves you a profit. Some cleaners mix the screenings into their groundfeeds.

The raising of the grade will make up for the losses in gross and net weight, provided the grain has been properly discounted when purchased.

Recently the sec'y of a millers' ass'n sent a bulletin to the membership as follows:

"If you buy wheat 'as is' and make it into flour, you will find the quality of the flour will be poor in proportion to the quality of wheat. The final result will be loss of trade on flour, loss of price on wheat, to be followed by loss of money and closing up of the mill for want of credit or capital. Smutty wheat, garlicky wheat, musty wheat are all in the same category. It is best to let the 'other fellow' have the poor wheat, rather than take any chances."

He is absolutely right. Furthermore, it may be presumed that the large mills which constitute the domestic market for choice wheat, are thoroly cognizant of the same thing, and make their purchases accordingly. They stand ready to buy and pay for high quality, cleaned grain. They will not attempt to make flour from anything else.

N. G. Bennett.

N. G. Bennett of McComb, O., who has been elected to the presidency of the Ohio Farmers Grain Dealers Ass'n, became manager of the McComb Farmers Co-operative Co. in 1925 when his independent firm, known as Bennett Brothers, consolidated therewith. Since this consolidation the one elevator burned, leaving one remaining.

Mr. Bennett attends most of the meetings of both the farmer and independent groups, realizing, broad-mindedly, that their problems are identical, their purposes akin, and their interests parallel.

He is known for his level-headedness, his association is sought, and his counsel coveted. He contributes generously both of self and his time and thought unselfishly in the interests of others.

If ever the two groups, the farmers and the independents, are brought together under one which heretofore has gone to New Or-indicate they should, it will undoubtedly be through his foresight, his thoro understanding, and his unadulterated desire to help the grain trade of Ohio.

Toledo, O.—Radical changes in the regulation governing corn borer campaigns were recommended by officers of the Defiance county enforcement organization at an interstate meeting of federal and state corn borer officials held here July 20 and 21. The Defiance officials included in their recommendations that compensation be paid on the basis of extra labor cost rather than on an arbitrary \$3 per acre maximum. They also advocated uniform regulations thruout the infested area, no changes after work starts, and publication of the rules by Aug. 15. They urged that the government spend less money for machinery and machine operators and that more money be provided for the farmers. This should make the campaign for extermination more popular among the corn growers.

Country Elevators Off the Track.

By E. W. M.

An elevator that is off the railroad is undesirable from a financial standpoint and difficult to sell. Out in the country about a ten-minute walk from a state highway, near Tonganoxie, Kan., is a well-built house, capable of holding 11,000 bus. of grain. At the time it was built and thru the heyday of its prosperity, a siding of the K. C. & N. W. served its shipping needs. With the demise of the railroad and ultimate tearing up of the tracks, came the business downfall of the elevator. For a time it struggled against the inevitable with the use of trucks. But costs of trucking to rails made it impossible to compete with elevators a few miles distant, located on prosperous lines of railroad.

It is pardonable to view with something akin to pity the demise of an established business project helplessly caught in the crush of events. At the same time it is a little encouraging to the owners to know that the structure is still an asset to their extensive land holdings in a diversified farming country. Something is saved from the ruins.

Quite different is the case of a farmer in the midst of the grain territory of central western Kansas. Thru family connections a considerable block of land devoted to wheat culture fell to co-operative family control. In the belief of every prosperous agriculturist that greater financial reward may be obtained thru the holding of a crop, he constructed a 10,000-bu., iron-clad elevator on his property hardly more than a mile from the railroad. Ostensibly it was meant for farm storage of the family grain.

Perhaps his action was commendable. But it seems odd in the light of logic that a man should build such a structure so short a distance from the railroad, when he could just as well have built it near the station to serve the same purpose. Certainly it would have cost no more, very likely less, in view of the greater convenience in obtaining building materials and loading grain into cars. Concurrently, it would permit him to do his own shipping and avoid the double handling of the family wheat. This in itself would have paid the additional cost of a railroad lease and added insurance many times over.

To be sure the station was already well supplied with elevators, three of them, and they could use his business very nicely. But business isn't done on that principle.

He could have rented special bins in each elevator for a pittance and maintained the identity of his grain and retained as complete control of it as if stored on his farm at considerably less than the cost of interest, taxes, insurance and depreciation of his farm elevator. Then he could have hauled grain to rails when it suited his convenience and the passability of the roads and loaded into cars quickly when the market suited him.

Black Stem Rust Damage Winter Wheat?

Black stem rust is frequently present in winter wheat, but as a rule the wheat matures before the rust reaches its final stage of appearance on the stem.

This year black stem rust has been reported in Kentucky, Tennessee, southern Indiana, from some points in southwest Illinois, and in Missouri, and reports of damage have been numerous.

The disappointing yields from territory where harvest has been completed is in a measure due to black rust presence.

Contrary to usual circumstances surrounding the life cycle of black stem rust and its completion or otherwise, the weather this year was extremely favorable for the early appearance, development and completion of the life cycle of the menace.

This, perhaps, answers the question, "Does black stem rust ever damage winter wheat?"—B. W. Snow, Bartlett-Frazier Co.



N. G. Bennett, McComb, O., President Ohio Farmers Grain Dealers Ass'n.

Improved Anti-Friction Belt Conveyor Idler.

By W. E. PHILLIPS, ENGINEER.

Announcement is made by Link-Belt Company of the introduction of its Anti-Friction Belt Conveyor Idler and Return Rolls of an advanced type of belt conveyor equipment.

It is said that this equipment embodies many salient features of advantage in design which are the result of years of study and research. Bearings are Timken tapered roller bearing type, which are totally encased within the roll hub.

The outstanding feature of the idler is the absolute protection afforded by a labyrinth grease seal, mounted in a grease cup which also serves as an outboard reservoir and lubricates the bearing on the outside wall as on the inside, especially when the roll is on an incline. This, in turn, is protected by a deflector plate which deflects dirt, dust, grit or any foreign material away from the bearings and grease seal, and will not permit the washing of the grease away from the labyrinth.

The rolls are mounted on a self-cleaning "T" base. All rolls are interchangeable, being capable of serving in any of the three positions. The entire frame is riveted, and is without bolt or nut to work loose or to come out of adjustment.

Another advantage claimed is the close working tolerances to which all parts are built, closer than have ever been attempted in belt conveyor history.

The use of specially-constructed manufacturing tools assures alignment of bearings, and a well-balanced concentrically running roll. Special care is exercised in the machining of the roll shell, to obtain uniformity of thickness of the wall into which the machined heads are pressed and securely held in place by spinning.

The heads are dished for rigidity and strength, and the entire construction is such as results in maximum strength.

It is claimed also that the superior design and construction of the roll make it practicable to vary the characteristics of the material used for the roll shell. Further, a special iron has been developed that resists the corrosive action of sulphuric fumes and the abrasiveness of dust.

Moreover, Link-Belt rolls have been granitized for the handling of certain types of material that cause incrustation, pitting and rusting of ordinary steel or iron.

The Idler Rolls are supported in malleable iron brackets having a large bearing surface for supporting them, and they are not dependent upon the use of slots. The brackets are so constructed as to support the ends of two adjacent rolls, thus obtaining perfect alignment of rolls. Roll shafts are supported at both ends close to the rolls, without overhang, thus reducing the bending moment to a minimum. Rolls are spaced far enough apart to permit convenient removal from the frame by simply lifting them out without the use of any tools.

Idler Rolls are made in various standard lengths, and they are furnished in combinations to suit standard belt widths. The end stands are securely riveted to the "T" iron base, and

are spread at the foot to present a rigid support for the Idler.

The Link-Belt Anti-Friction Belt Conveyor Idlers are made at the Ewart Plant of the Link-Belt Company, in a building especially designed for their exclusive manufacture.

Anti-Friction Bearings for Country Elevators.

From an address by R. D. MacDaniel of Grain Dealers Fire Ins. Co., before Mill and Elevator Field Men's Ass'n.

Whenever a bearing is found bad, and the amount of them reported by our Fieldmen is without number, we simply require that it be rebabbitted or realigned. That bearing is going bad again, and our labor has only resulted in temporarily removing the hazard, if, in fact, a babbitted bearing can ever be said to be without hazard.

In almost every other field where bearings are used, anti-friction bearings are becoming more universal. Not long ago a double page spread in the "Saturday Evening Post" heralded the complete equipping of the crack transcontinental trains of the Milwaukee Railroad with roller bearings, since which time a contract has been let by the Northwestern for similar equipment. For years passenger rolling stock of European railways has been so equipped. Manufacturers whose operating costs must be carefully watched and kept at a minimum are realizing more and more the high cost of friction bearings. The reduction of operating costs is the desire of every manufacturer; hence some of the more modern milling plants are equipped with anti-friction bearings. The handling of grain through a country elevator, however, is a different proposition for the owner is more concerned over the spread between his buying and selling prices than his handling costs. In fact, the lethargy of the country dealer to his operating costs is notorious. It is explained by the fact that in most cases the handling of the grain is an incidental part of the business, and just as long as the machinery will operate it receives little attention.

Country Elevators are in greater need of anti-friction bearings than mills; that is, as far as our future efforts are concerned. The average mill is well constructed, is not subject to varying loads, and is usually in charge of a superintendent or miller who is something of a mechanic. On the other hand, the country elevator structurally is often the product of an inexperienced builder, almost always does it show the influences of price cutting competition between contractors, periodically it is subject to severe stresses and a large number of them are operated by men with little mechanical knowledge and little or no concern as to the mechanical operation of the house. The situation is correctly described in this manner by a prominent elevator engineer and builder with whom I have had some correspondence on the subject.

"The human element," he writes, "enters into country elevator operation, and we are frank to say that we do not believe there is any machinery under operation with so little attention as is given the machinery in country elevators. A grain buyer is hired because of his ability to buy grain, and not because of his ability for operating the house, and in most instances it will be found he is not mechanically inclined in any manner, shape or form. In a great many instances there is not a sufficient amount of help to allow for his caring for the machinery as he should, with the consequence that it is not properly oiled and not kept in alignment, which eventually causes trouble in one form or another. We could cite you a number of instances but we know that through your experience you have found machinery conditions in country elevators where it is a mystery how the house could operate without causing a fire."

Were the elevators properly built originally, the human element would be minimized to a certain extent, but all too many of them are not. Couple keen competitive conditions in the contracting line with the lack of mechanical knowledge of the future owner, and you have the explanation for many of the poor elevators built in the past ten years. Then add a manager who is primarily a grain buyer with a houseman who doesn't know his business, and you have the further explanation of many of our fires, and, incidentally, of most of the failures among such companies. It has become almost axiomatic with our companies that "the old ones never burn," and whatever there is in such a statement, it can be laid to the fact that most of the old timers were built on a good heavy foundation, well timbered, and with heavy shafting and bearings. This subject of construction has been discussed by our Ass'n before, but in so far as results are concerned we are now just about where we were nine years ago when Mr. Van Horn read a paper before the 1918 meeting on the elevator leg. At that time, Mr. Van Horn said, "Ninety-five per cent of elevator cupolas are not built to stand the strain, the setting and construction of the

leg itself is wrong, and it's my opinion the elevator leg causes more fires than any other device we use, and there is more hazard to it than the gasoline engine, electric motor, or both, and then add a few special machines for good measure."

We have spent a lot of time and money on the internal combustion engine, the electric hazard, and multitudinous other special hazards with good results, but elevators and elevator legs are still being built as in the days when Mr. Van Horn condemned them. In view of the fact that the elevator leg is the distinguishing feature between a warehouse and an elevator, it may be said that it constitutes the fundamental hazard, which makes it all the more surprising that it has received so little attention. Special machines have been developing from year to year, but the elevator leg has been retrogressing. What is going to happen in the Southwest in an attempt to keep pace with the combine is a problem, but it is likely the experiments will be conducted at the expense of several prominent insurance companies unless we insist that faster handling be accompanied by proper safeguards.

Questionnaire on Bearings.—Some three years ago I sent out a questionnaire pertaining to elevator legs and bearings. We had experienced a run of losses apparently due to the elevator head, and I was anxious to determine, if possible, if there were any outstanding opinions among the various prominent engineers and builders as to the proper construction of the elevator stand, including the proper kind of bearings to be used. This went to about twenty concerns, most of whom replied; and while the replies were most interesting they were at the same time convincing that no two builders agreed on any one phase of the subject.

To the question, "Do you ever use other than ordinary babbitted bearings on the head shaft—if so, with what experience?" a variety of replies were received. While it is unnecessary to go into much detail as to the replies to this, for practically no builders were then using anti-friction bearings as a general thing, the following give some interesting side lights:

"We have used all types from plain to ball bearings, and would say all types are satisfactory providing they are looked after."

Note the joker in that—"providing they are looked after."

A similar letter was sent out to manufacturers of milling and elevator equipment. Of course, I knew that many of them were using anti-friction bearings, but I wanted to use the same letter on all of them so that their replies could be compared. Possibly that may account for the tone of their replies, which is indicated in the first sentence of one of them, as follows:

"We are very much surprised at the apparent temerity with which you make your recommendations in respect to anti-friction bearings to the manufacturers of grain cleaning machinery."

Not long ago I wrote a number of contractors again, stating that we were convinced of the advantages of anti-friction bearings and intended to see what we could do toward the elimination of bearing fires through the use of such bearings. Now, only little more than two years after the dates of their previous letters wherein only two had seen any advantages in anti-friction bearings for head shaft work, came but two replies against their use as compared with two for them previously.

There is no need to go into any detail as to what the manufacturers of milling and grain handling machinery think of anti-friction bearings, for without exception they are for them. At present many such machines are standard equipped with these bearings and practically any machine will be so equipped upon special order.

To sum up the impressions I have gained from all of the correspondence I have had on this subject with both machinery manufacturers and contractors, I am, briefly, of this opinion: The use of anti-friction bearings is not only practicable, but highly desirable; manufacturers and builders are ready and willing to supply, and install them provided the demand is created; the reason the manufacturers and contractors

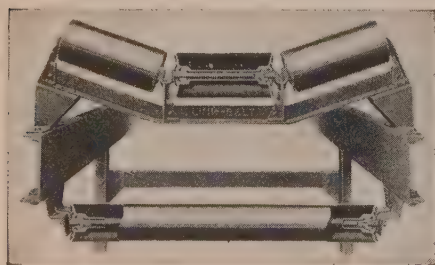


Fig. 1. A 3-Roll Anti-Friction Troughing Idler and Return Idler.

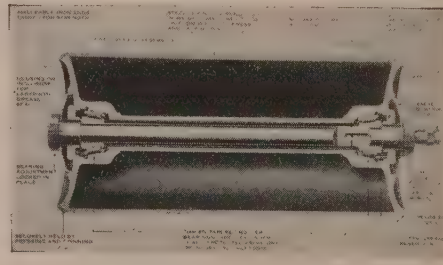


Fig. 2. Cut Away Section of Link-Belt Anti-Friction Rolls Showing Deflector Plate and Labyrinth Grease Seal.

are not following their convictions to the point of out-and-out advocacy is their fear of competition on a price basis.

There is such a tremendous advantage in the use of any kind of anti-friction bearing in comparison with a friction bearing that to pick out the advantages of one particular type has all the earmarks of painting the lily.

Power Saving.—In the first place there is the element of power saving. A saving of from 15 to 30 per cent is claimed for anti-friction bearings of various types. To the user of electric or oil power this appeals. But this should not be thought of only in the light of cutting down monthly power bills. Suppose a man has a 50 h.p. engine or motor which is normally loaded to capacity, and he desires to install equipment requiring an additional ten horsepower. He is confronted with disposing of his present power unit, and purchasing a larger one, or he must install an auxiliary power unit which may not be practicable. But, better still, he can install anti-friction bearings on his line shafting and take care of the new machinery with the old power unit—thus actually securing 20 per cent more power without increasing his power bills in the least, and, if the unit is an electric motor, without increasing his minimum charge or demand rate.

Likewise, where a new plant is being built, or a new power unit installed, the use of anti-friction bearings will enable the initial investment in the power unit to be kept at the minimum.

Avoids Shut Downs.—The wear on these bearings is confined to the inside surfaces of the bearings themselves, which are made of the best quality of steel obtainable ground to very precise limits so that the wear is properly distributed. The necessity of replacements is eliminated, shut downs for repairs or re-babbiting are avoided, and the operator can have the assurance that when he enters a crop movement he is going through it without expensive bearing difficulties. When grain is moving, a shut down means lost business.

Self-Aligning Bearings.—Anybody who knows anything about a country elevator knows that it is practically impossible to keep the shafting, particularly the head shafts, accurately aligned. Therefore, the self-aligning features of certain makes of these bearings appeal very strongly to the elevator operator. I am not willing to admit that a self-aligning bearing will prove a cure-all for elevator head troubles, but if they eliminate the part now played by babbitted bearings, they certainly will have done a wonderful thing for all concerned.

The bearing manufacturers point with pride to the saving in costs of oiling obtained through use of their bearings. Some housemen would construe that to mean the equivalent of throwing away their oil cans, and in some cases that have come to my attention that would be the only logical result if there was to be any saving at all.

Don't Have to Visit Cupola Three Times a Day.—When it is about 100 degrees in the shade, and the inside of the cupola about 150, and full of dust, grain coming in as fast as it can be handled, everybody busy and tired, then who wouldn't be tickled to death to know that the bearings in the cupola were all right because they had been greased last month, and no one must pull himself up the manlift and climb to the heads three or four times a day. It is claimed that anti-friction bearings need greasing only once in three or four months. If you will recall, the two objectors among the contractors were against these bearings because they wouldn't run without grease, and because the dust would so gum them up that they couldn't run with it. A bearing that requires attention only once in three months is about as nearly free from danger of running dry as one could imagine, and certainly should not be condemned because it does not have capacity for an everlasting supply of grease. And as far as the dust is concerned, ample provision is made for keeping it out.

We know of one instance where, following the call of our representative, the policyholder ordered six bearings by mail. In another instance a contractor had just taken an order for a new elevator when our representative came along soliciting the business from the board of directors, and he not only got it but the contractor had to change his figures to include a standard electrical installation and anti-friction bearings for the entire house.

What Country Elevator Men Say.—One of the mistakes the manufacturers are making in their advertising to grain men is telling of what their bearings are doing in other fields. Bill Smith, who is manager for the Farmers at Jones' Crossing, isn't the least impressed by the fact that anti-friction bearings have cut 20 per cent from the power bill of the None Such Hosiery Mills in New England, or even that they are used in the Northwestern Terminal Elevator here in Chicago, because he knows that they don't have any such bearing installations as he has up in his cupola. But tell him that J. A. Gilles, manager of the Farmers Elevator at Pesotum, Illinois, tried a set on one head shaft and was so pleased that he bought three more and you get Mr. Smith's attention. And that

is only part of it; we asked Mr. Gilles if he noticed any saving in his power bills after installing the bearings, to which he replied that he had found them so satisfactory in every way that he didn't care whether they saved him any power or not. All of us are inherently lazy, and we naturally look with favor upon anything that is going to make our work easier, especially if it happens to be something disagreeable like pulling ourselves a hundred feet or so up a manlift on a scorching hot day and filling our lungs with dust while we clamber around a lot of unprotected machinery and try to reach an almost inaccessible bearing. Without exception, every elevator owner that we know of who has tried anti-friction bearings is enthusiastic about them. Listen to these, if you still have doubts as to the practicability of anti-friction bearings in our risks:

From Mr. Gailey, manager for the Farmers at Elgin, Nebraska:

"I think they save nearly one-half on electric power and they have to be filled with grease only once in three months. I would not think of building a grain elevator without having same equipped with roller bearings."

Mr. Kingery, manager for the Farmers at Twelve Mile, Indiana:

"The old head shaft bearings were plain oiling and required a large amount of power, but with the new ball bearings we can turn same with one hand. We are more than pleased with results obtained."

Fred L. Jostes, manager for the B. & B. Farmers at Boody, Illinois:

"About four years ago we replaced our old 25 horsepower engine with a new 20 horsepower engine on recommendation of an agent and found that we did not have enough power to properly run the elevator, so we installed four bearings at a cost of about one hundred dollars.

"We believe that it increases the power probably 15 per cent and think it money well spent as it requires much less oiling and a considerable saving in fuel.

"We had trouble in shelling damp corn before installing the bearings, which we feel has practically been eliminated."

From Mr. O. H. McDaniel, manager of the Radford Grain Co., Radford, Illinois:

"Something like a year ago we put a set of ball bearings into operation on our suction fan. This fan was required to make about 650 r.p.m. and was being driven every time the elevator machinery was in operation, so to try out ball bearings I thought this was the place. To operate this fan it was necessary to oil very frequently, at every stop; altho the temperature of the babbitted bearings was always a little below the atmosphere and we had never burned out a bearing on this fan, it called for attention at all times. In starting electric power at times we would start too fast and would throw off the belt from this fan with the old bearings. Now we pay little attention to this fan, the bearings were packed with grease when installed and about twice since. It does not throw the belt any more, and the bearings remain cool. I do not remember what the cost of these bearings was, but it makes but little difference as before they are gone they will have paid the bill many times.

"About four months back I had a set of ball bearings installed on our sheller. Now this sheller runs without any vibration, starts quickly and seems to run faster and shell more corn. No oiling, no cleaning out oil holes, no bother with cold oil in winter. The cost of these bearings was \$90.90 and with the installation the whole bill ran to about \$150. This no doubt seems a little high, but it is worth it.

"My opinion is this: that ball bearings are well worth the money on any heavy duty, fast moving machinery that is used to any extent. I am not prepared to say just what the reduction in power is, but there is some, and we will let the parties who sell bearings say what this reduction is."

There is one element to be taken into consideration that must not be overlooked if our campaign for better bearings is to be an unqualified success. I refer to the utility of putting anti-friction bearings on shaftings that is too light for its purpose. Not that the bearings will not improve the situation, for they will; but when the operator has bought a set of rather expensive anti-friction bearings he is going to expect that his troubles are eliminated for all time to come, and any trouble, even though not attributable to the bearings, will be advertised to the detriment of our campaign.

Most of the bearing manufacturers naturally take it for granted that the shaft is of the proper size and supply bearings accordingly. As far as the bearings themselves are concerned, they are designed with a factor of safety sufficiently large that if the shaft is anywhere near equal to the requirements the bearings will not suffer. We know, however, that many head shafts particularly are far too light, and it seems to me only good judgment to take this into consideration in order that the bearings will not be installed under conditions that are apt to reflect on them unjustly. Therefore as a matter of ordinary precaution it should be made

reasonably certain that the shafting to be equipped is of proper size. This involves some figuring, of course, unless the capacity of the leg in bushels per hour is known, in which case it is comparatively easy to determine approximately the proper size of shaft.

Do you not believe that their general use would materially reduce our known and unknown losses that annually run into the hundreds of thousands of dollars? If you do, then preach the gospel of anti-friction bearings to your own policyholders. The larger manufacturers have awakened to the possibilities of the flour mill and elevator field to the point where they are advertising direct to the grain man and miller in their trade papers and direct by mail. You are going to have the backing of national advertising campaigns—make the most of them and your efforts will produce results of lasting benefit to your company and your policyholders and will bring to you yourself that most to be desired of all things—the satisfaction of a worth-while task well done.

Postal Rates Should Be Revised.

It is asserted by the Chamber of Commerce of the United States that with a business-like accounting system, the Post Office Department, instead of showing an operating deficit of more than \$37,000,000, would show a surplus. The apparent deficit, it is explained, is due to the fact that the government charges against the department all the free and less-than-cost services which are a part of governmental policy.

By following the course of attempting to make commercial mail pay not only the costs incurred in handling it but a portion of the deficit incurred in the handling of free and less-than-cost mail, it is asserted, rates on revenue-producing mail have been pushed so high as to become unjustifiably burdensome to the public with which it originates. Following business practice, it is contended, cost free and policy services should be charged against the general treasury instead of being saddled upon mail users.

"Experience has definitely demonstrated," President Pierson of the National Chamber says, "that the present scale of postal rates is not on a reasonable basis and is resulting in considerable harm to various users of the mails and therefore to the public in general. These facts have been brought out at the various hearings before the Post Office Committee of Congress, and the Postal Service Committee of the Chamber has rendered a report which shows clearly that a revision of postal rates should be made as soon as possible."

Relief from Weevil and Smut Greatly Needed.

BY OBSERVER.

A terminal man told me last fall that when practical means are found for killing weevil and eliminating smut at terminal elevators, two of their greatest problems will have been solved. Looks to me like there is plenty of room at the top for some bright chemist. Also for a mechanical genius who can find a way to remove smut without disturbing the light grains and chaff. I've thought the best place to take care of smut is right back on the farm.

A little propaganda by country grain dealers should have a beneficial effect in getting the farmers behind a seed-treating movement.

I've seen wheat in the country that sometimes ran as high as 15% smut. It is estimated in terminals that 85% of last year's crop in the Southwest graded smutty. A mixer and copper carbonate dust last fall just before seeding time would have helped a lot to reduce the percentage of smut in this year's crop.

That the country buyer is coming to realize the discounts directly contingent on the presence of smut is evidenced in the number of smut-treating machines and amount of copper carbonate sold last year. It is to the elevator operator's interest to exert every effort toward the production of clean wheat in his community.

Concurrently, it is well to remember the advice of Poor Richard, "An ounce of prevention is worth a pound of cure." Preventive measures in uninfested localities will keep the soil from accumulating smut spores.

Calcium and Phosphorus in the Live Stock Industry

Excerpts from Address by E. B. Hart, Madison, Wis., before American Feed Manufacturers Ass'n, June 9

The importance of calcium and phosphorus to livestock is becoming more and more apparent. In the past emphasis has been placed upon energy and protein as the central piers for ration construction and there is still no doubt that in the well balanced ration available energy is the keystone pier. In this century the development in nutrition has been around what Mendel has called the "little things," which includes not only the mineral elements but, in addition, the vitamins, and it is indeed an interesting fact that in the utilization of calcium and phosphorus one of the vitamins, namely, vitamin D, should play such an important role.

The prevalence of rickets is the result of the housing of our animals. For example, dogs are kept on rations that we would count as good ones, but under constant confinement develop rickets. Chickens on equally good rations—rations made up of milk and the cereal grains—but housed under confinement, develop rickets. Rickets in chicks is exhibited by failure to grow, ruffled feathers, awkward gait, and on dissection of the bones, especially the ends of the long bones, are found to be improperly mineralized. Death will follow.

This century has disclosed the fact that for proper calcium assimilation vitamin D must be present in the ration. This vitamin is contained in abundance in cod liver oil, which also contains vitamin A. In early work at this station it was clearly demonstrated that in the case of the chicken vitamin D plays a very important role—in fact, it is the golden thread in poultry nutrition—and a chicken suffering from rickets can be cured completely by giving it cod liver oil. That this cure was due to vitamin D and not vitamin A was demonstrated when cod liver oil was aerated at 100 C., thereby destroying vitamin A, and after the destruction of this vitamin the residual oil fed.

Vitamin D and Rickets.—At about the time that the peculiar nutritive properties of cod liver oil were being disclosed, evidence was also accumulating through the pioneering work of Huldshinsky that light—especially light of short wave length—could bring about the cure of rickets just as had been observed by the use of cod liver oil. This was a fact of very great importance because it explained immediately why the poultryman gets his chicks out in the sunshine in early spring. His explanation had always been that it was due to a necessity of providing scratch or freshly upturned dirt or green food; while as a matter of fact it was the sunlight that was preventing the development of rickets. Out of this information of the relation of cod liver oil and ultra violet light to the prevention of rickets in certain classes of farm animals has come some very practical things.

Further, out of the fact that yellow corn is especially rich in vitamin A has also come useful applications, especially in reference to the nutrition of chicks. From this knowledge the Wisconsin Station built a baby chick ration which is rich in yellow corn, well supplied with middlings, which furnish vitamin B, rich in mineral matter, especially calcium and phosphorus and rich in the best source of proteins, namely, those from skimmed milk. This ration is imperfect in one particular, and that is its lack of vitamin D, for vitamin D is not found in the cereal grains nor in skimmed milk to any extent. Nevertheless this ration will carry baby chicks with their moderate store of vitamin D at birth through fairly normal rates of growth for 6 or 7 weeks without rachitic manifestations. If, however, the ration is supplemented with cod liver oil to about 2 per cent or is fed when the birds have access to ultra violet light either from spring, summer or fall sunshine or the emanations from an ultra violet lamp, perfect nutrition results.

In the making of chick mashies by commercial feed manufacturers there are instances where the provision of vitamin A in the ration is not ample. This leads to a very distinct picture of malnutrition. Growth not only is checked but death may ensue. All this must emphasize the very great necessity on the part of feed manufacturers making chick mashies to provide an ample supply of vitamin A in their ration. This is best done by the use of yellow corn and any prejudice that exists against yellowness in ground feeds must be educated away.

Egg Production and Vitamin D.—Hens put upon perfectly good rations such as have been commonly used in the poultry industry will recede in their egg production during the winter months to practically the zero point, while hens receiving these same rations fortified with ultra

violet light or cod liver oil will continue to produce liberal supplies of eggs during this same period. Ten minutes a day of ultra violet light or 2 per cent of cod liver oil in the mash maintained the egg production at a high level. The hatchability of the eggs is very markedly increased by a generous supply of vitamin D in the ration.

A further fact of great interest in human nutrition is the variation of vitamin D in the yolk of the egg dependent upon the amount of vitamin D in the ration. In fact, this vitamin is a controlling factor in the transfer of lime from the shell to the developing chick. A hen receiving ultra violet light or cod liver oil will have more vitamin D in the yolk of her eggs than when she is not receiving extra supplies of this factor. Since the yolks of eggs for entering into the nutrition of babies as a supplement to milk for the prevention of anemia, their richness in vitamin D also becomes of great importance in helping to prevent rickets in children. Egg yolks from irradiated hens may be 10 times as rich in the antirachitic factor as egg yolks from hens not receiving this supplement.

We had known for twenty years that the milking animal is a very extravagant waster of lime, and it was hoped that ultra violet light, which is excluded in the modern housing of milking animals for a part of the year at least, would be an important factor in their utilization of calcium and phosphorus. Consequently we exposed milking goats to ultra violet light for periods of one-half hour to one hour daily. The results secured were really remarkable.

In preirradiation periods negative calcium balances always ensued on intakes of lime provided by a ration consisting of one-third legume hay. When, however, the animal was irradiated the lime utilization was greatly increased. The loss from the gut decreased and the animal passed into positive balances. This would indicate that the ultra violet light playing on the back of this animal, as in the case of the chicken, was so affecting the blood stream as to make possible a better utilization of the lime that was in the feed. In the case of goats we have also used cod liver oil, only we have found it necessary in experimental work to use the unsaponifiable fraction of cod liver oil dissolved in corn oil in order to obviate the distastefulness and tendency to disturbance of the appetite by the raw cod liver oil. The results secured were similar to those obtained through the use of ultra violet light. It is to be regretted that there is not available some oil with antirachitic properties that would not disturb the appetite and normal physiological action of vitamin D in these herbivorous types of animals. Raw cod liver oil, suddenly administered, often disturbs the appetite and calcium utilization by these animals, but whether its administration from early life may not solve the problem is still a question. Not only is the calcium assimilation in the case of the goat greatly improved through irradiation with ultra violet light or consumption of the nonsaponifiable matter of cod liver oil, but the antirachitic properties of the milk are greatly increased. This is, of course, of importance in the nutrition of babies and children and it seems likely that practical application of this finding can be made.

Ultra Violet Light and Cows.—Instead of limiting our studies to sunlight as affecting cows, we intensified the ultra violet application by using the emanations from quartz mercury vapor lamps. They have been irradiated over the head, over the back and even the light has been projected against the udder. The results have been disappointing and indicate that this species is not susceptible to the influence of the ultra violet light and its affects upon calcium and phosphorus assimilation. Not only was there no improvement in calcium and phosphorus assimilation but there was practically no improvement in the antirachitic properties of the milk of this species. We irradiated them for as long as one hour a day at a distance of 22 inches and yet the response was practically nil. Apparently, then, this species must get its antirachitic factor through the feed and is not influenced in these particulars that I am speaking of by solar radiation or quartz mercury lamp radiation. That this species gets its antirachitic factor through the feed is going to make it important for students of dairy cow nutrition to provide the means, if possible, for supplying this factor, because it does seem probable that this factor is of very great importance to this species. Apparently we have bred the dairy cow to a point where milk production is large without at the same time meeting her nutritional needs.

Hay as a Source of Vitamin D.—What studies we have carried on with hay as a source of the antirachitic factor have been somewhat disappointing. It is apparent that with good grain mixtures carrying 20 to 25 per cent of wheat bran the phosphorus equilibrium can be maintained in a liberal milking cow. It is also apparent that we must turn to the roughage part of the ration for our supply of lime and for our supply of the antirachitic vitamin. This vitamin originates in the roughage from sunlight; consequently the curing of the roughage in sunlight is highly desirable if we are to impart any of this property to the hay. At Madison, Wis., at least, the amount of antirachitic vitamin imparted to the hay by curing in sunlight has not been large; in fact it has never been large enough to hold these animals in calcium equilibrium. It is an interesting fact that a grass cut in the morning before the sun is up and then cured in the attic away from contact with sunlight is devoid of vitamin D, while where it is cured in the sunlight it has some of this property. But as stated above, the amount of vitamin D contained in these roughages, like alfalfa or clover hay, has never been sufficient, or at most only rarely so, to maintain calcium equilibrium in a liberally milking cow. The problem still ahead of us is how to provide amply of this vitamin in order that we may hold liberally milking cows in calcium equilibrium and not allow them to suffer from such deficiencies.

The deficiencies of the wheat plant ration were not corrected until 1925, or something like 17 years after the first observations were made—a period during which there was most active accumulation of nutrition knowledge in various parts of the world. In 1924 the same original wheat ration was supplemented with calcium salts and cod liver oil and perfect cycles of reproduction established. This all indicated where the deficiencies resided in the wheat plant ration. There was a deficiency of calcium. There was a deficiency of vitamin A and vitamin D. There may have been a deficiency of phosphorus. But all these deficiencies resulted in marked disturbance of a normal cycle of reproduction. If to such a wheat ration a small amount of alfalfa hay were added a normal cycle of reproduction was established. We have not only experimented with wheat straw, but we have also experimented with oat straw and with hays grown upon acid soils, which are hays low in lime. Lime additions to such relations have markedly helped the cycle of reproduction, but it must be remembered that these animals were not called upon to produce a great deal of milk. They were only moderate producers and the production of the calf was their greatest responsibility. It is very doubtful indeed if mere addition of calcium alone coupled with high milk production would save an animal from disaster unless at the same time there is a more liberal provision in the ration of vitamin D. This phenomenon of disturbed reproduction by failure of assimilation of calcium and phosphorus—especially calcium—is exhibited not only with cattle and becomes a nutritional abortion, but is also exhibited by swine confined to grain rations. Supplement the grain with a certain amount of alfalfa or a legume of hay and such disturbances completely disappear.

The feed manufacturer will no doubt ask the question whether it wouldn't be wise for him to supplement or add to his mixed feeds a certain amount of lime, thereby insuring to the buyer a more liberal supply of this compound. Some of you are already doing this and one may not doubt his wisdom, although a general blanket proposition is certainly not the best procedure to follow in the diversity of feeding conditions that exist. The farmer may be feeding a grain mixture fortified with bran which will supply plenty of phosphorus and a legume hay which for moderate milk production may be sufficient and consequently not need to have added lime in his ration. Adding lime to grain mixtures may in some cases act as a safeguard, while in other cases it may be wholly unnecessary and an added expense. Then, too, without an addition of vitamin D the utilization of the added lime may not occur.

Dairy Cattle and Phosphorus Deficiencies.—One of the characteristic things about animals suffering from a phosphorus deficiency is their depraved appetite and their love for bones. This disease has been called osteophagia and in South Africa, where it was first studied, the animals suffering from osteophagia feed upon the dead carcasses of other animals and become infected with some particular organism living on the dead flesh and then develop lamziekte. One of the outstanding physiological disturbances in these animals is their failure to reproduce often. The calf history is estimated at about 50 per cent normal in such regions. Another outstanding fact is that on low phosphorus intake the utilization of the organic nutrients of the ration is greatly diminished. We have taken animals afflicted with this trouble and placed them upon natural rations consisting of grains fortified with wheat bran or grains fortified with bone meal plus a legume or native hay and brought them back into normal conditions within three months. They gained rap-

idly in weight on the new rations with ample phosphorus supplies and the milk production increased 50 per cent. Osteophagia is due to phosphorus deficiency and not lime deficiency. In these regions animals may feed upon alfalfa pasture or sweet clover pasture which would supply ample amounts of lime but develop the disease. Where their summer pasture is supplemented with grains fortified with bone meal or with wheat bran the condition entirely disappears.

From what has been said it is apparent that calcium and phosphorus are very important elements in the normal nutrition of our livestock, but particularly in animals like laying hens and milking cows. Not only must there be ample provision of the elements themselves, but the provision of the antirachitic factor which influences their utilization is of utmost importance. All the problems around these two elements are not as yet solved, especially those in reference to the dairy cow.

July 11 to 16 was known in Michigan as "Michigan Flour Week," when special emphasis was laid on the value of wheat grown in that state. Michigan ranks 16th among the 42 states that grow wheat.

The first pool association was formed in Washington and a second association was formed in Idaho in 1920. Organizations were set up in Oregon, Montana, Oklahoma and Kansas the following year. In 1922 the Arizona, California, Colorado, Nebraska, North Dakota and Texas associations were organized. South Dakota and Minnesota did not organize until 1923, and the most recently organized association, that of the Central States Soft Wheat Growers, began operating in 1924. A total of 16 wheat pools have been organized since 1920, but only 9 of these were active in 1925. A number of attempts to organize co-operative sales agencies have been unsuccessful.—U. S. Dept. of Agriculture, Clip Sheet No. 471, released July 10.

Mineral Feeds in Relation to Eggs.

By PROF. WM. H. LAPP.

During the past few years a number of experiments have been conducted to determine whether or not feeding has any influence upon the exterior and interior quality of market eggs.

We know that a hen producing approximately 200 eggs a year consumes from 3 to 4 pounds of calcium in order to furnish the mineral necessary to produce this product. The addition of oyster shell or various grit materials containing a high calcium has been recom-

mended for years. The value of this material has been based upon the assumption that it was necessary as a shell builder.

Recent experiments have proven that calcium plays an important part also in the digestion of the various ingredients making up a good standard ration. Without calcium a chicken cannot live. It is one of those essential elements absolutely necessary to the life of a chicken.

We find through experiments that minerals in various forms play an important part in the interior quality of the market egg. For example, one flock of 500 hens was fed a ration containing a supplement made up of 8 per cent mineral. Another flock of approximately the same number of birds was fed a ration made up practically on the same basis. However, the mineral was omitted from their ration. The hens were all the same age and both pens were given a liberal supply of oyster shell in separate hoppers.

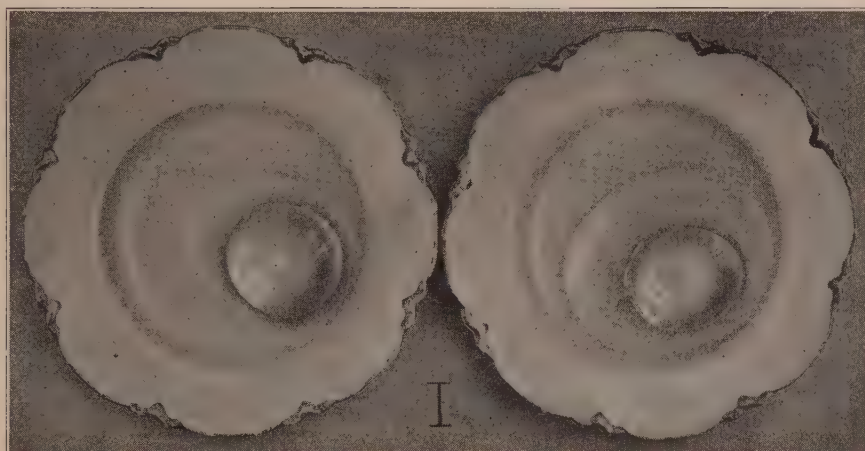
The albumen of the eggs produced from the mineral-fed pen was firmer than the albumen of the eggs produced from the pen where the mineral had been omitted. The amount of thin albumen was approximately 50 per cent less in the mineral-fed flock than in the flock where the mineral was omitted. The shell texture was decidedly in favor of the mineral pen.

From these investigations we can conclude that a properly balanced mineral supplement in a ration has a decided influence upon the interior quality of an egg and also influences the shell texture. We found that in those pens receiving the mineral-balanced feed there were fewer eggs below standard weight. The tendency was for larger eggs, the interior contents of which gave evidence of firmer viscosity from the standpoint of the albumen.

With the increased volume of eggs being produced, greater emphasis will be placed upon a quality product; in fact, quality will become very essential in the sale of the product. The exterior quality appeals to the eye and has a tremendous first selling value. The interior quality affects the second sale; that is, a buyer may take eggs once on appearance, but the resale depends upon the interior quality of the eggs.



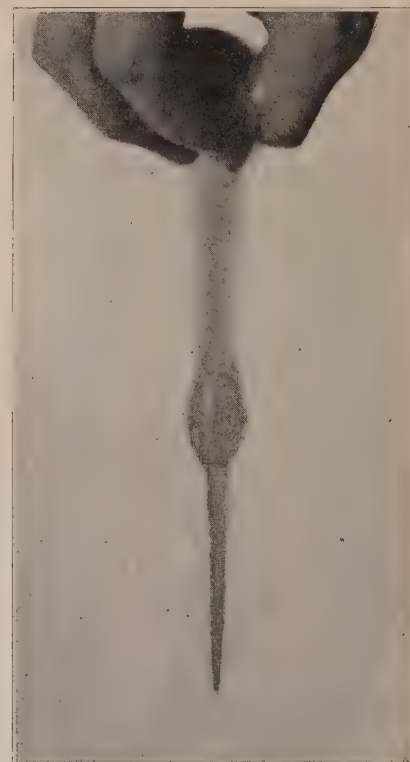
Lifting the Yolk of the Eggs Illustrated in Picture No. 2. Shows the Form Viscosity Very Clearly.



The Albumen of These Eggs Shows a Large Amount of Thin Albumen with a Small Amount Possessing a Heavy Viscosity. The Hens Producing These Eggs Were Fed a Ration Containing No Additional Mineral.



The Albumen of These Eggs Shows a Large Amount of Heavy Viscosity with a Much Smaller Amount of Thin Albumen. The Hens Producing These Eggs Were Fed a Ration Containing Eight Per Cent Mineral.



Lifting the Yolk of Eggs Illustrated in Picture No. 1. Shows Clearly the Lack of Firm Viscosity in the Albumen. This Egg Is from the Non-Mineral Pen.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Little Rock, Ark.—John R. Wilson's appointment as director of the Arkansas Service Bureau by Gov. John E. Martineau, will in no way effect the John R. Wilson Co. We will still have the same personnel which we have had for 9 years.—John R. Wilson Co. (The Service Bureau looks after the interests of the world war veterans.)

CALIFORNIA

Livermore, Cal.—R. A. Nelson is remodeling the bulk grain warehouse which he recently bot.

San Francisco, Cal.—E. L. Turkington, formerly with the Dial Grain Co., has entered the grain business under the firm name of E. L. Turkington & Co., with offices in the Merchants Exchange building.

CANADA

Calgary, Alta.—The Calgary Terminal Grain Co., Ltd., has been incorporated.

Montreal, Que.—The Canadian Malting Co. is building a 600,000-bu. addition to its plant, the contract for the work having been let to the John S. Metcalf Co.

Saskatoon, Sask.—The Quaker Oats Co. is adding 24 tanks to its elvtr., which will increase its capacity 650,000-bu. The Leonard Construction Co. has the contract.

Winnipeg, Man.—Art Gallie, grain broker, rescued an unidentified youth from drowning at Winnipeg Beach recently when he dived from his launch and brot the unconscious lad to safety.

Montreal, Que.—Alex Ferguson has been appointed ass't mgr. of the Harbor Commission. His place as supt. of the government elvtr. at Port Colborne, Ont., has been taken by Maj. J. K. Wyman.

Toronto, Ont.—D. A. Campbell has resigned as general mgr. of the Maple Leaf Mlg., Ltd., and has been succeeded by A. R. Macdonald, formerly ass't general mgr. This company also operates grain elvtrs.

Brantford, Ont.—The extensions at the Dominion Flour Mills, controlled by the Lake of the Woods Mlg. Co., Ltd., are nearing completion. The new concrete elvtrs., containing 6 circular bins of a capacity of 15,000 bus. each were recently finished. This brings the total capacity to 100,000 bus.

Victoria, B. C.—The city council has not decided definitely which policy to adopt in regard to the proposed terminal elvtr. There are three or four companies anxious to establish a grain elvtr. here, as they realize the great advantages we have as a terminal port. So far nothing definite has been arranged.—J. C. Pendray, mayor.

Ogden Point (Victoria p. o.), B. C.—Directors of the Chamber of Commerce voted recently in favor of a deal for the construction of a grain elvtr. for the Panama Pacific terminals, provided arrangements made with the banks for financing are satisfactory. The elvtr. will cost \$680,000 and the city will guarantee \$500,000 of the bonds. It will be ready for operation by Jan. 15, 1928, under guarantee given by contractors.

Montreal, Que.—A three million bus. extension is being built to Elvtr. No. 3 of the Harbor Commissioners of Montreal by the John S. Metcalf Co. Plans have also been prepared to increase the total storage to 14 million bus. There will be 54 main circular bins of 23-ft. diameter. In addition there will be 40 interspace bins; and 61 square and rectangular bins in the working house. The capacity of large bins will be 34,500 bus. each, of the interspace bins 7,460 bus. each, and of the square and rectangular bins between 13,300 bus. and 5,500 bus.

Vancouver, B. C.—Business has been suspended by the Grain Exchange during the summer, but will be resumed Sept. 1.

Winnipeg, Man.—Jackson Bros. will close their local office July 31, and their business will in the future be handled by N. Bawlf Grain Co.

Port Arthur, Ont.—The elvtr. being built here for the United Grain Growers, Ltd., will have a workhouse of 500,000 bus. capacity and two storage annexes, each of 2½ million bus. capacity. Concrete construction will be used thruout. Workhouse equipment will include 3 receiving legs and 4 shipping legs of 25,000 bus. per hour capacity, also 10 cleaner legs, and 3 Dominion-Howe Car Dumpers for unloading grain. The elvtr. will have a capacity of unloading about 300 cars a day and the shipping capacity to boats about 100,000 bus. per hour. Circular bins of storage will hold 30,000 bus. each. Interspace bins are sub-divided to give a range of bins varying from 4,000 to 8,000 bus. for storing off-grade grains. The plant will include about 530 bins of various sizes. Cleaning equipment will include 22 Monitor Receiving Separators, 4 Monitor Northwestern Separators, 3 Big 5 Carter Disc Separators, 1-2 High Carter Disc Installation for separating wheat, oats and seeds from screening separators, 2 Monitor No. 11 Screening Separators, and 4 No. 5 Emerson Separators. Dust collector system and ventilating system will be complete for modern requirements. Equipment will include 7 scales of 2,500 bus. capacity each. The elvtr. is being built from the design and under the supervision of C. D. Howe & Co., consulting engineers. The contractor is Carter Halls Aldinger Co., Ltd. The elvtr. will be completed on Feb. 1, 1928.

COLORADO

Byers, Colo.—The Byers Elvtr. of Denver Elvtrs. is being repaired.

Holyoke, Colo.—We will have our modern filling station ready for occupancy in a short time.—Holyoke Farmers Co-op. Elvtr. Co.

Peetz, Colo.—The W. C. Harris Co., of Sterling, has bot the local elvtr. of the Nebraska-Colorado Grain Co. C. M. DePew of Sterling will manage the elvtr.

IDAHO

Curry (Filer p. o.), Ida.—The Twin Falls Mlg. & Elvtr. Co. is building an elvtr. here.

Culdesac, Ida.—The Tri-State elvtr., which burned recently, will not be rebuilt for the present.

Malad City, Ida.—Mayor Jedd Jones, Jr., is now principal owner and mgr. of the Malad Mlg. Co. New equipment has been installed.

Malad City, Ida.—The Crowther Bros. Mlg. Co. has increased the capacity of its plant by the addition of two 20,000-bu. steel wheat bins.

Genesee, Ida.—The Mikkelsen Grain Co. has acquired all the M. P. Miller Elvtr. and warehouses here, besides the Pacific Coast Elvtr. Co.'s warehouses bot several years ago.—Genesee Union Warehouse Co.

ILLINOIS

Kinderhook, Ill.—The Kinderhook Mlg. Co. has installed a J-B Feed Mill.

Golden, Ill.—The Golden Mill & Elvtr. Co. has installed a J-B Feed Mill.

Wyoming, Ill.—The Wyoming Elvtr. Co. is repairing both of its elvtrs.

Lindenwood, Ill.—W. H. Fairbanks is the mgr. for the Farmers Co-op. Elvtr. Co.

Hindsboro, Ill.—The Hyde Grain Co. has succeeded the Gilmore Grain Co.—X.

Haldane, Ill.—The Haldane Elvtr. Co. has added a J-B Feed Mill to its equipment.

Mt. Sterling, Ill.—Everett Cronin is the new mgr. of the Mt. Sterling Co-op. Elvtr. Co.

Crescent City, Ill.—H. L. Irle has succeeded A. Tyler as mgr. of the Crescent City Farmers Elvtr.

Rankin, Ill.—Chas. W. Hubbell has bot the coal business of the J. C. Alexander Grain & Coal Co.

Beecher, Ill.—The Farmers Grain Co. is installing a 10-ton scale specified by the Superior Scale Co.

San Jose, Ill.—W. G. Kelly has postponed the building of a new elvtr. because of uncertain crop conditions.

Ohlman, Ill.—Chan Cowen, formerly of the Ohlman Co-op. Co., requests that his mail be sent to Bulpitt, Ill.

Heyworth, Ill.—The Hasenwinkle-Scholer Grain Co. is having a 10-ton scale installed by the Superior Scale Co.

Davis Junction, Ill.—H. L. Mathre has bot the Armour house here. He was formerly mgr. at Lindenwood of the Farmers elvtr.

Prentice, Ill.—The Farmers Elvtr. Co. is installing a new 10-ton truck scale, the Superior Scale Co. making the installation.

Fithian, Ill.—Wm. Fox is the new mgr. of the local elvtr. He will be assisted by A. R. Thomas. The plant is being repaired.

Pontiac, Ill.—The Pontiac Farmers Grain Co. has built a new concrete block office building near its elvtr., and moved its offices there.

Bulpitt (Kincaid p. o.), Ill.—The Farmers Grain Co. has been adjudicated bankrupt. Liabilities of \$21,920 are listed and assets of \$7,250.

Stillman Valley, Ill.—The Griffith Lumber Co., of Ashton, has bot the Armour Grain Co.'s plant here, and will deal in both grain and lumber.

Green Oak (Princeton p. o.), Ill.—Mr. Weller will become mgr. of the Green Oak Elvtr. & Merchandise Co. on Aug. 1, in place of Mr. Dillon.

Lewistown, Ill.—J. T. Holmes is again owner of the local elvtr. A short time ago he sold his interest to Bader & Co., but has now bot the entire plant.

Oquawka, Ill.—The McKee Feed & Grain Co. of Muscatine, Ia., has leased and is now operating the Oquawka Grain & Supply Co.'s elvtr.—Art Torkelson.

Table Grove, Ill.—C. O. Snedeker, mgr. of the Ipava Farmers Elvtr. Co. has bot the elvtr. of the Table Grove Co-op. Co., but will not take charge until next year.

Luther, Ill.—The Farmers Grain & Coal Co. of Mason City has bot the elvtr. of the Luther Co-op. Grain Co. Earl Randolph will have charge of the plant here.

Peoria, Ill.—The Rural Grain Co. has bot a membership in the Board of Trade and will handle grain consignments at this market, as well as at Chicago and St. Louis.

Erie, Ill.—Mr. and Mrs. L. Emmerr of Sterling have formed a partnership with the latter's brother, Alston McNeill, in the elvtr. and farm formerly owned by John McNeill.

Harness (San Jose p. o.), Ill.—The John Wiener elvtr. burned shortly after 11 o'clock July 9. It is thot the fire may have been started by a freight train. There was little grain in the house.

Deer Creek, Ill.—M. D. Marshall, who has been ass't mgr. of the Deer Creek Farmers Elvtr. for the past 6 years, is now mgr. E. T. Marshall continues the management of the Cooper elvtr.

Amboy, Ill.—I have changed the firm name and will do business under the name of Berga Grain & Feed Co., and will handle all kinds of feed and seed in connection with the grain.—Oscar Berga.

Urbana, Ill.—Corry Bros. have bot the coal, grain and feed business of W. W. Reichard. The new business will be known as the Corry Bros. Coal, Grain & Feed Co. Mr. Reichard is undecided as to future plans.

Carbondale, Ill.—The Community Flour Mills Corporation, incorporated; capital stock, \$75,000, to deal in grain and cereals of all kinds, and manufacture flour and other food from grain; by M. D., P. R., L. A., and R. R. Colp.

Maryland, Ill.—Orville H. Garber is now mgr. of the Armour Grain Co.'s lumber, grain and general merchandise yard here. He was formerly mgr. of the same company's yard at Leaf River, which was sold recently to A. E. Spring.

Delavan, Ill.—D. M. Shivar has succeeded H. B. Price as sec'y and mgr. of the Farmers Elvtr. Co.

Virden, Ill.—The Clemmons Grain & Feed Co., incorporated; capital, \$45,000; to deal in grain, flour, feed, meal, seeds, farm supplies; by I. M. Clemmons, W. L. Beaty and Geo. R. Brown. The firm formerly operated under the name of J. G. Clemmons.

Wenona, Ill.—An attempt was made to burn the Tallyn elvtr. recently, but proved unsuccessful because of a rain. When Mr. Tallyn came to the elvtr. the next morning he found a pile of smoldering cobs and papers about the outside of the building.

Decatur, Ill.—H. T. Morris has been made mgr. of the grain sales department of the A. E. Staley Co. He has been mgr. of the starch sales department for several years. Ivan Wieland, formerly with Seele Bros. Grain Co. at St. Louis, Mo., is now at the Staley plant in the starch sales department.

Petersburg, Ill.—The Elmore interests have leased the properties of the Junction Grain Co. and will operate both elvtrs. Mr. Battershell, who has been in the Elmore's employ for 20 years, will have charge of the local plant. He was at Valley City until last year when the elvtr. burned and was not rebuilt. Both the Junction elvtr. in the north end of the city and the Charter Oak in the south end will be in operation.

Vandalia, Ill.—We have added a new office, painted the warehouse and are making some repairs on the elvtr. here, and are also landscaping the grounds. We will paint the warehouse and office at Mulberry Grove. There is only one grain elvtr. at each of the towns where we are located, namely, Vandalia, Hagarstown, Mulberry Grove. Officers of the company are W. A. Elam, Sr., pres.; C. E. Widger, vice pres.; W. A. Elam, Jr., sec'y-treas.—W. A. Elam Grain Co.

Pekin, Ill.—Our firm has taken over the management of the Smith-Hippen Co. elvtrs., Smith-Hippen Co. retaining the title to the property and our firm assuming the operation of the houses. Our company expects to put all houses in first-class condition for operation and continue to handle grain at all these points: four elvtrs. on the Hennepin Canal, one at Spring Bay, three at Spring Lake, one each at Snicarte, Naples, Harris Landing, Glasgow Landing, Montezuma, Pekin, Menert, Tremont, Leslie, Manito, Parkland, Dalton City and Emden. This gives our company additional facilities and also an increased volume of business in this locality. We expect to operate at least part of their river equipment from stations north and south of Pekin into Pekin where we now will have the facilities of two terminal elvtrs. to handle the grain with speed and efficiency. We expect to continue the operation of our Peoria office for the buying and selling of grain in that terminal market. The head office of the company will now be located at 101 St. Mary St., Pekin, with V. P. Turner at the head of the management, which position he has occupied so many years with such satisfactory results.—Turner-Hudnut Co.

CHICAGO NOTES.

The McCarthy grain warehouse bill was approved July 15 by the governor.

The Stratton Grain Co., incorporated; capital stock \$300,000, by H. M. Stratton, R. A. Masse and Orin S. Dowse.

Hewitt Harlow is now a general partner in the firm of Logan & Bryan. He will be located at Los Angeles, Cal.

The governor has signed the new Illinois Warehouse Law introduced by Rep. McCarthy; but Sec. 6b as published in the Journal on page 40 of last number was stricken out.

E. A. Pierce & Co. on July 19 took over Dean, Onativia & Co., brokers in stocks and grain, customers of the latter firm who had accepted notes to enable it to resume business after its failure in July, 1925, agreeing to extend the notes of partners of the firm, the collateral on these notes being stock of the Rosenbaum Grain Corporation.

New members of the Chicago Board of Trade include: Gerald R. Martin of Minneapolis, Minn.; Robert H. Scarlet of Toronto, Ont., Canada, and Lloyd E. Beach. Applications for membership are posted for James F. Willingham, Hugh A. Butler, Joseph P. Poynton, and Robert F. McClenahan. Membership posted for transfer include those of Harry H. Gunkel, the estate of Alfred L. Baker, Ralph B. Fairchild, John Keane and John Range.

Organization of the Chicago Elvtr. Properties, Inc., arising out of the recent sale of the Armour elvtrs. to the Rosenbaum Grain Corporation, was announced July 20. The company will be under the management of the Rosenbaum Company. The new company has sold a new issue of \$2,500,000 first mortgage 6% sinking fund gold bonds to a syndicate which will offer them for sale at 99 and interest to yield about 6.1%. The houses included are Rosenbaum A and B, Rock Island A, Irondale, Armour A and B, Minnesota, Northwestern Terminal, and Rosenbaum J.

INDIANA

Cicero, Ind.—K. R. Applegate is now mgr. of the Farmers Co-op. Co.

Thornton, Ind.—The Sugar Creek Grain Co. is installing 25-h.p. motors in its plant.

Sims, Ind.—The Sims Co-op. Grain Co. is installing a new Sidney Overhead Dump.

Silver Lake, Ind.—J. C. Grubb is installing a feed grinder in the Silver Lake Elvtr.

Huntington, Ind.—C. E. Bash & Co. have installed a J-B Feed Mill in their plant.

Princeton, Ind.—Ford Garrett has bot the property of the Princeton Mlg. Co., Inc.

Lucerne, Ind.—The Lucerne Co-op. Elvtr. Co. is installing electric power in its plant.

McGrawsville, Ind.—Sharp & Overman have installed a McMillin wagon and Truck Dump.

Scottsburg, Ind.—The Eberts Grain Co. recently installed a J-B Feed Mill in its plant.

Mt. Vernon, Ind.—Oral Erwin recently became mgr. of the Farmers Elvtr. Co. here.—C

Shipshewana, Ind.—The Wolfe Grain Co. has succeeded Wolfe & Bisington.—Wolfe Grain Co

Lapel, Ind.—Shetterly Bros. have installed a McMillin Wagon and Truck Dump in their plant.

Max (Lebanon p. o.), Ind.—The Max Grain Co. has installed a J-B Feed Mill in its plant.

Knox, Ind.—The Farmers Elvtr. Co. is installing a 50-h.p. motor to operate its new hammer mill.

Burrows, Ind.—The W. S. Smock Co. has equipped its plant with a McMillin Wagon and Truck Dump.

Franceville, Ind.—The Crabbs Reynolds Taylor Co. has put in a new truck scale and made other improvements.

Rosston (Zionsville p. o.), Ind.—The Rosston Grain & Lumber Co. has decreased its capital from \$25,000 to \$16,000.

Rock Hill (Rockport p. o.), Ind.—Fred Biggs has taken charge of the warehouse and elvtr. of the Grandview Mlg. Co.—C.

Oxford, Ind.—I am associated with the Goodland Grain Co. in the capacity of weigher and bookkeeper.—E. A. Benedict.

Evansville, Ind.—Work is being pushed on the new elvtr. of Igleheart Bros. here that will cost in the neighborhood of \$50,000.—C.

Liberty, Ind.—We have installed a new dump and put in all new machinery, so we have a modern plant.—H. C. Sharp & Co.

Liberty, Ind.—The Albert H. Dorsel Mlg. Co. has equipped its plant with a motor driven McMillin Wagon and Truck Dump.

Raber, Ind.—The Raber Co-op. Grain Co. is installing a new combined corn cleaner, furnished by the Sidney Grain Machinery Co.

Clay City, Ind.—The Farmers Co-op. Elvtr. Co. of this place is making improvements that will cost in the neighborhood of \$3,000.—C.

Poneto, Ind.—The Poneto Grain Co. is installing a new combined corn and grain cleaner, furnished by the Sidney Grain Machinery Co.

New Haven, Ind.—The Gar Creek elvtr. is being moved here and will be placed on the property of Stiefel & Levy to take the place of the elvtr. which burned.

Bicknell, Ind.—I am installing a hammer mill and 35-h.p. motor. I am now handling farm implements and wire. Handle a full line of commercial feeds and flour, as well as fertilizer.—O. L. Barr Grain Co.

Medora, Ind.—The elvtr. and mill of Bundy Bros. burned July 10 with a loss of \$30,000. About 5,000 bus. of new wheat burned with the elvtr. The loss is estimated at \$40,000, about 50% covered by insurance. It is understood the plant will be rebuilt.

Merom, Ind.—Dick Hoskins has been appointed receiver for the Farmers Co-op Co., on suit brot by the Peoples State Bank of Sullivan.

La Crosse, Ind.—We have recently remodeled our elvtr. here, have added 10,000 bus. storage, put in all new machinery, also electric power, new truck scales and a McMillin Truck Dump. Have also built new 36x66-ft. office and feed storage.—Arndt-Weinkauf Grain Co.

Allison (Sloan p. o.), Ind.—The foundation and cement work for the new elvtr. is about finished. It will be finished about August 1. No post office here. Mail will be received by the State Line Grain Co., State Line, Ind. The elvtr. will be operated by Philip High and V. V. Current.—V. V. Current.

Hobart, Ind.—Our recent fire was put under control before it reached the mill, but it burned our hay shed and corn crib to the ground, damaged beyond repair our warehouse, and also did considerable damage to the barn in which we store grain, salt and hay. We expect to rebuild our barn and it will be necessary to build a new warehouse.—Roper & Brown.

Osgood, Ind.—The Osgood Mills were sold to Cade K. King and W. F. King. This includes the elvtr. here. Clark & Kirklin will no longer do any grain business here, but will still handle grain at Rushville. The plant here will be operated as the Osgood Mlg. Co. with Mr. King as mgr. Considerable new machinery will be installed.—Osgood Mlg. Co., successors to Clark & Kirklin.

Richmond, Ind.—On July 1 the Indiana corporation under the name of the Eastern Indiana Elvtr. & Mlg. Co. took over the Richmond Roller Mills & Elvtr., formerly operated by C. G. Carpenter; The Hagerstown Grain Co. at Hagerstown, formerly owned and operated by John Jackson and Arthur Curme, and the Boston Grain Co. at Boston, formerly owned and operated by Arthur Curme. This is \$100,000 corporation composed of \$50,000 of 7% preferred stock and \$50,000 of common stock. Officers are A. A. Curme, Jr., pres.; John Jackson, vice pres.; H. G. Coleman, sec'y-treas. The Richmond Roller Mills will be modernized and the manufacture of flour continued.—A. A. Curme, Jr.

Remington, Ind.—We have recently torn away our old wooden coal sheds and have constructed in their place 6 large bins, 18x24-ft., and 1 bin, 22x24 ft., all of reinforced concrete. The change was brot about by the purchase of a 28-ft. portable coal conveyor, which we will have installed within a few days. In order to get plenty of working space for the conveyor, it was necessary to set the bins away from the track 17 ft., and to give plenty of ease in moving the machine about, we laid a concrete working floor 12 ft. wide, extending the entire length of the bins. Along one side of the bins we have built a retaining wall 3 ft. high to keep our working floor free from coal at all times. The opposite side of each bin is left open, giving free access to the coal. We estimate the storage capacity of each bin at 100 tons which will give ample room for our requirements. The large bins will be used for hard coal storage, estimated capacity at 150 tons. The entire building will be covered with galvanized roofing, giving as nearly as possible a fireproof building. The conveyor is so constructed that it may be moved about and placed at any position for unloading and may be elevated as occasion requires to a height of 16 ft. This feature will eliminate practically all breakage. The work was done by our local elvtr. help. We feel that when the building is completed we will have one of the best retail coal yards in northern Indiana, and invite anyone to call and inspect the equipment.—Lee Carl, mgr., Farmers Co-op. Co.

IOWA

Fonda, Ia.—G. F. Wilde has bot a J-B Feed Grinder for his elvtr.

Ellsworth, Ia.—The Farmers Elvtr. Co. has installed a J-B Feed Mill.

Alvord, Ia.—The Atlas Elvtr. Co. has opened its house here.—C. M. Hayse.

Conesville, Ia.—The McKee Grain & Lumber Co. has installed a J-B Feed Mill.

Des Moines, Ia.—Receivship for the Falcon Mlg. Co. has been asked by the state supt. of banking.

Ames, Ia.—We have moved our office from the Rice building into the Gates building.—Munsinger & Frye.

Peterson, Ia.—The Peterson Farmers Elevtr. & Supply Co. recently voted to extend its charter another 20 years.

Evander (Sheldon p. o.), Ia.—The Evander Farmers Co-op. Co. is installing a J-B Feed Grinder and 40-h.p. motor.

West Union, Ia.—The West Union Co-op. Commission Co. is remodeling its elevtr. and covering the building with metal.

Webster City, Ia.—W. A. Neel has succeeded Arthur Allen as mgr. of the Farmers Elevtr. He formerly owned an elevtr. at Kamrar.

Muscatine, Ia.—The McKee Feed & Grain Co. has leased an elevtr. at Oquawka, Ill., and is operating it.—Art Torkelson with Lamson Bros. & Co.

Sidney, Ia.—Our elevtr. will soon be completed and ready for business. It will have a capacity of 7,000 bus. It is the only house here.—Sidney Elevtr. Co.

Delta, Ia.—A young lad, Henry Richard Gordon, had his right foot seriously injured recently when he stepped in the corn sheller at the Bowen Mfg. & Elevtr. Co.

Lone Tree, Ia.—We have not built coal sheds as yet, but are planning to build a modern plant this fall.—J. W. Hubbard, Mgr., Lone Tree Farmers Union Exchange.

Humboldt, Ia.—The Farmers Co-op. Ass'n has renewed articles of incorporation. The company recently had a fire scare when sparks from a bonfire nearly caught the elevtr.

Colo, Ia.—The North Iowa Grain Co. has taken over the grain, coal and feed grinding business formerly operated by the Lounsbury Lumber Co. Art Allen is the new mgr.

Schaller, Ia.—John A. Gray, 56, who has been engaged in the grain and lumber business for more than 30 years, died recently following a long illness. His wife and one daughter survive.

Latimer, Ia.—The Fullerton Lumber Co. has bot the elevtr. and coal business of the Farmers Elevtr. Co. Henry M. Jensen, who has been mgr. of the lumber company, will also manage the elevtr.

Lakota, Ia.—J. P. Schissel & Son have bot the Greig & Stockdale elevtr. and are now in charge. The Schissels have operated an elevtr. here for a number of years and will now have two houses.

Milford, Ia.—Ed Stockdale of Estherville and Fred Hankins of Cloverdale have bot the elevtr. property of K. S. Myers. The business is being operated under the firm name of Stockdale & Hankins.

Winterset, Ia.—Mr. Booker of Clinton, Mo., has succeeded Tom Berryman as mgr. of the Farmers Co-op. Ass'n. As announced in the last issue Mr. Berryman is now mgr. of the Farmers Elevtr. at Granger.

Kalona, Ia.—The Kalona Elevtr. Co. is now under new management. The Riverside Savings Bank, which owns the building has secured a Mr. Miller from Iowa City to operate the plant. J. R. Woods has been its mgr.

Clarion, Ia.—We have put in a new 10-ton Fairbanks Truck Scale. We have repainted our elevtr. here and at Galt. We have operated the elevtr. at Goldfield, known as the Goldfield Grain Co., the past year.—Burt Grain Co.

Traer, Ia.—The Farmers Elevtr. Co. sold its two elevtrs. at public auction July 11 to satisfy creditors. The only bidders were a group of farmer directors who bot the property for about \$18,000, the sum of the judgment. They plan to reorganize the business.

Sibley, Ia.—Wiley & Greig have bot the old Spracher elevtr. It has been managed by Barney Graves for the Betts Grain Co. It is owned by the E. R. Bacon Co. of Milwaukee. Mr. Graves will go to Cloverdale as mgr. of the Stockdale & Hankins elevtr.

Union, Ia.—The two elevtrs. of the Union Grain Co. were bot by E. F. Froning and Errol Johnson. They continue under the name Union Grain, dropping the "Co." Have installed a 50-h.p. J-B Grinder, have built more bins and a drive (covered).—Union Grain.

Laurens, Ia.—The elevtr. of the Farmers Trading Co. was struck by lightning early the morning of July 16 and one of the buildings burned to the ground. It was a wooden structure with metal covering and contained about 5,000 bus. of grain, which was a total loss. The value was estimated at \$6,000. The inside of the second building, a large concrete structure, which contained 9,000 bus. of grain, was gutted by fire.

Gray, Ia.—The elevtr. of the Trans-Mississippi Grain Co. burned early the morning of July 7. The loss included 30,000 bus. corn, 10,000 bus. oats, scale house, stock yards, corn cribs and office in addition to elevtr., and is estimated at \$50,000, partially covered by insurance. The elevtr. was leased by C. D. Thorsen.

KANSAS

Pollard, Kan.—The N. Sauer Mfg. Co. is still operating.—X.

Home, Kan.—The Morrison Grain Co.'s elevtr. is not in operation.—X.

Augusta, Kan.—The Bosse Grain Co. has installed a new air dump.

Holton, Kan.—The elevtr. operated by the Salina Produce Co. is now idle.

Dresden, Kan.—L. J. Warner is mgr. of the Equity Union Grain Co. here.

Montezuma, Kan.—The 50,000-bu. elevtr. of Geo. E. Gano is now completed.

Norton, Kan.—The Norton County Co-op. Ass'n will reopen its elevtr. soon.

Erie, Kan.—The elevtr. of Johnson & Sons has been equipped with lightning protection.

Lenexa, Kan.—M. F. Kelly has bot F. D. Enyart's interest in the Lenexa Grain Co.

Cherryvale, Kan.—We do not contemplate overhauling our elevtr.—Cherryvale Grain Co.

Belmont, Kan.—We have installed a new truck dump in our elevtr. here.—Bartlett Grain Co.

Clearwater, Kan.—The Farmers Co-op. Elevtr. Co. has added a new motor to its equipment.

Delphos, Kan.—Ray Halberstadt has been engaged as mgr. of the elevtr. of the Delphos Mfg. Co.

Kiro (Silver Lake p. o.), Kan.—Emmett Berry of St. Marys has leased the I. B. Alter elevtr. here.

Stafford, Kan.—C. E. Ragsdale has succeeded R. P. Krums as buyer for the Geo. E. Gano elevtr.

Stockton, Kan.—The Query Grain Co. is a new firm here which is operating the old Rogers elevtr.

Hillsdale, Kan.—The Morrison Barker Mercantile Co.'s elevtr. is not in use, being now in litigation.—X.

Junction City, Kan.—The Farmers Elevtr. & Supply Co. has been chartered with a capital stock of \$20,000.

Moundridge, Kan.—The Farmers Grain Co. has increased its capacity with a new storage tank of 13,000 bus.

Dresden, Kan.—We plan to build a warehouse this fall.—Leo Bainter, mgr., C. E. Robinson Elevtr. Co.

Miltonvale, Kan.—The Smott Grain Co. of Salina has leased the Fury Elevtr. Gary Anderson will manage it.

Homewood, Kan.—E. T. Welsch runs the only elevtr. here, which was formerly operated as the S. H. Miller Grain Co.—X.

Dresden, Kan.—The plant of the Snell Mill & Grain Co., now owned by the Shellbarger Mill & Elevtr. Co. is closed.—X.

Morland, Kan.—The frame elevtr. that burned was owned by Wagoner Bros. and will not be rebuilt.—Farmers Co-op. Exchange.

Tisdale (Winfield p. o.), Kan.—The plant of the Tisdale Farmers Union Co-op. Ass'n had a small loss from a windstorm recently.

Silver Lake, Kan.—The Berry Grain Co. of Rossville has taken over the elevtr. here and it will be managed by Emmett Berry, Jr.

Jefferson, Kan.—The elevtr. here is now operated by G. J. Smith, who is also a banker. It was formerly operated by Harry Harlow.—X.

Clay Center, Kan.—P. Beyer of Salina is now in charge of the Mid-Kansas Mfg. Co., which recently took over the property of the Snell Mill & Grain Co.

Wakefield, Kan.—We have just installed a new Richardson 4-bu. Automatic Loading Scale.—Herbert L. Merritt, mgr., Wakefield Farmers Co-op. Ass'n.

White Cloud, Kan.—The A. J. Elevtr. Co., which has been closed for several months, is now open. The mill owned by the White Cloud Grain Co. has been leased.

Ogallah, Kan.—We have just completed a flour and feed warehouse, 16x30-ft., iron clad, and are now handling flour and mill feed.—I. Nixon, mgr., Wheatland Elevtr. Co.

Stafford, Kan.—W. C. Roush is now mgr. of the Rea-Patterson Mfg. Co.'s elevtr. here. He has been with the same company at Preston, that elevtr. having recently been sold.

Redwing, Kan.—Kinzel & Meyers have leased their elevtr. here to the Claflin Mill & Elevtr. Co., but will continue to operate their coal, hardware and implement business.

Washington, Kan.—Chas. Stamm has succeeded J. V. Strohecker as mgr. of the Farmers Union. The latter will travel for the Murphy Grain Co. of Kansas City.

Salina, Kan.—Mrs. Gladys Herzig has filed suit for \$10,000 damages with an alternative of \$3,800, against the Robinson Elevtr. Co. for the death of her husband, Harold Herzig.

Scott City, Kan.—The old Walnut Creek Elevtr., belonging to J. E. Kirk, burned the night of July 15. Sparks from a locomotive are supposed to have caused the fire.—W. R. Stevenson.

Wakefield, Kan.—The old Red Elevtr., owned at the present by J. Lynch & Co., has been leased to Lawrence Gridley and is being managed by him. Warren Kiner has been hired as helper.—Herbert L. Merritt.

Bushton, Kan.—Our mill has been dismantled and all machinery moved. The building was converted into an elevtr. of 28,000-bu. capacity. We commenced buying grain July 4.—Robt. A. Stehwen, mgr., K. B. R. Mfg. Co.

Chetopa, Kan.—Arnold Robinson has been appointed receiver for the Chetopa Mill & Grain Co. The appointment grew out of the suit of C. S. Stephens of Coffeyville against the concern to recover \$12,156.42 on a mortgage.

Salina, Kan.—The Davis-Noland-Merrill Grain Co., Kansas City, has obtained the contract for the Board of Trade private wire and moved to larger quarters in the Farmers Union building. The Goffe-Carkener Co. formerly had the wire.

Independence, Kan.—The Bowen-Oglesby Mfg. Co. has made application to change its corporate title to the Bowen Flour Mills Co. The plant includes an elevtr. L. H. Bowen, pres., recently bot the Oglesby interests in the business.

Sharon Springs, Kan.—There never has been an elevtr. here known as the Sharon Springs Grain & Implement Co. Frank Kucera handled repairs for farm machinery and his business went by that name. He is now located at Tribune. Our only elevtr. is the Salina Produce Co.—X.

Minneola, Kan.—We have recently installed a Kewanee Air Dump with 10-ft. steel grating to take the place of trap doors and like it fine. Have this equipped with pressure switch to control the air pressure which makes it entirely automatic.—Henry P. Nicoll, mgr., Minneola Co-op. Exchange.

Halstead, Kan.—We have built a warehouse 48x24-ft. and will handle sacked feeds of all kinds, also seeds. We also enlarged the office by adding an addition to the east, so we can go from it into the warehouse. All buildings will be painted.—Emil Rauckman, mgr., Farmers Co-op. Grain & Mercantile Co.

St. Paul, Kan.—The St. Paul Grain & Supply Co., a new firm, has bot the Farmers Elevtr. The firm is a corporation and is composed of R. D. Baker, pres.; J. E. Winters, vice pres.; A. P. Gregg, sec'y-treas. Raymond Walker will be the mgr. The firm has signed a contract with the local wheat pool and will handle pooled wheat this year.

Ashton, Kan.—G. O. Lewellyn and son Paul Lewellyn have bot the Ashton Elevtr. of J. W. Riggs and will operate under the name of the Lewellyn Grain Co. G. O. Lewellyn, or "Cap" as he is known, has been in the grain business in western Kansas for a number of years, having been at Englewood, Mullinville and Joy. A Kewanee Truck Lift has been installed and coal and feed will be handled this fall.

The Kansas Wheat Special will be operated by the Rock Island Railroad during August in co-operation with the Kansas State Agricultural College, the State Board of Agriculture, the Kansas Inspection Department, the Southwestern Wheat Improvement Ass'n and the Kansas City Chamber of Commerce. The schedule is as follows: Aug. 3—Liberal, Plains; Aug. 4—Bucklin, Greensburg, Pratt; Aug. 6—Turon, McPherson, Marion; Aug. 8—Clay Center, Clyde, Belleville; Aug. 9—Kantorado, Goodland, Colby; Aug. 10—Brewster, Jennings, Norton; Aug. 11—Phillipsburg, Smith Center, Mankato.

KENTUCKY

Louisville, Ky.—Oscar Farmer has filed notice affirming the ownership of the hay and grain house of Oscar Farmer & Sons.

Cecilian, Ky.—J. B. Cooper, who has been associated with his brother, M. A. Cooper, of the Cecilian Mlg. Co., has bot half interest in the Rineyville Roller Mills from W. L. Osborne.

Paris, Ky.—The Wilson & Sons Bluegrass Seed & Storage Co., incorporated, capital stock \$5,000, by James S. Wilson, Sr., James S. Wilson, Jr., Wm. J. Wilson, Jas. D. McClintock and S. T. Wilson.

Danville, Ky.—Banks Hudson has bot the interest of his partner, John C. Davis, in the firm of Hudson & Davis. The latter will retire after 44 years in business. The business will continue under the name of Banks Hudson, Inc.

MARYLAND

Baltimore, Md.—A general meeting of the members of the Chamber of Commerce was held July 11 and a vote taken on the following amendment to the by-laws: Amend Section 1 to read as follows: "Any male person 21 years of age or over, and approved by the Board of Directors may be admitted to membership in this chamber upon payment of such initiation fee as may be fixed, from time to time, by the board of directors; or on the presentation of an unimpaired certificate of membership duly transferred, and by signing an agreement to be governed by the rules, regulations and by-laws, and by all amendments and additions that may be made thereto. In like manner, and upon the same conditions, any corporation, by its accredited representative, may become a member, and the certificate of membership shall stand in the name of such representative."

MICHIGAN

Vickeryville, Mich.—The new elvtr. of the Rockafellow Grain Co. was completed on July 16.

Portland, Mich.—We are erecting a 3-story warehouse this summer for flour and feed.—V. C. Mlg. Co.

Burr Oak, Mich.—We expect to install a Boss Air Loader at an early date.—Chas. Wilson, agt., Campbell & Co.

Hillsdale, Mich.—We are adding a 550 bbl. unit to our mill here for soft wheat mlg. purposes.—Harold Stock, F. W. Stock & Sons.

Tekonsha, Mich.—We are adding two new roll stands to our mill, increasing our capacity to 125 bbls. daily.—E. W. Randall, A. H. Randall Mill Co.

Edwardsburg, Mich.—About June 17 we had a small fire in the elvtr. head. Dust collected on the splash board under the head pulley and friction set it afire. No damage was caused. The head was of iron.—Edwardsburg Elvtr.

Jackson, Mich.—The Jackson Grain & Mlg. Co. became insolvent late last May and the properties, consisting of country elvtrs. at Alma, Stockbridge and a 250-bbl. mill at Jonesville, were turned over to a friendly trusteeship.

Shelbyville, Mich.—A division of attached wheat, formerly stored in the Fleser elvtr., has been ordered by the court in the suit of the Esley Mlg. Co. of Plainwell vs. Lewis R. Fleser. The mlg. company claimed to have 3,076 bus. of wheat stored in the elvtr. in December, 1926. Four others claimed 1,495 bus. stored at that time. Following the report of Mr. Fleser in December that several thousand bus. of wheat had been stolen, a quantity of wheat was removed by plaintiff company and other customers. Attachment suits were filed later.

MINNESOTA

Lamberton, Minn.—Thos. Hennessy has resigned as mgr. of the Farmers Elvtr. Co.

Benson, Minn.—The Benson Market Co. has built a warehouse for the storage of feed.

Kent, Minn.—The Red River Elvtr. Co. does not operate an elvtr. here.—Kent Farmers Elvtr. Co.

Rothsay, Minn.—The Farmers Grain & Mercantile Co. has renewed articles of incorporation.

Ada, Minn.—Melvin Ogard has succeeded Helmer Hallom as mgr. of the Ada Farmers Co-op. Elvtr.

Morris, Minn.—J. J. Land recently underwent an operation at Rochester.

Windom, Minn.—The Co-op. Elvtr. Co. has bot the elvtr. of C. W. Gillam and now owns two houses here.

Fairfax, Minn.—A new manlift is being installed in the elvtr. of the Eagle Roller Mill by the T. E. Ibberson Co.

Barnesville, Minn.—The Barnesville Farmers Co-op. Exchange changed its name to the Farmers Elvtr. Co. at its annual meeting.

Ada, Minn.—The Ada Mlg. Co. will rebuild its mill which burned several months ago. A site is being sought near the company's elvtr.

Uhlen, Minn.—H. C. Nelson has resigned as mgr. of the Great Western Elvtr., to accept a position as mgr. of the Farmers Elvtr. Co. at Summit, S. D.

Arlington, Minn.—The Sweeny Bros. Elvtr. has just installed a new Fairbanks Dump Scale and a Strong Scott Dump. The T. E. Ibberson Co. did the work.

Beardsley, Minn.—The roof and sides of the elvtr. of Geier Bros. Elvtr. Co. was damaged by a fire July 6, which started from a burning feed barn near the elvtr.

Marietta, Minn.—T. C. Larson, who has been operating the Pete Larson elvtr. the past year, has gone to Labolt, S. D., where he is mgr. of the Farmers Grain & Livestock Co.

Willmar, Minn.—Jack Schemmel has resigned as mgr. of the grain department of the Farmers Elvtr. Wesley G. Morrow, who has been ass't for several years, will take Mr. Schemmel's place.

Dawson, Minn.—The Eagle Roller Mill Co. has bot the old Dahl elvtr. here and is making extensive improvements. The old Eagle house will be wrecked. The T. E. Ibberson Co. has the contract for the work.

Nicollet, Minn.—The Farmers Exchange Elvtr. Co. has bot the plant of the Atlas Co. The elvtr. of the Farmers will be wrecked and the storage plant of the Atlas used. Tom Winger of Appleton recently came here to succeed E. G. Wilkens as mgr. of the Atlas elvtr.

Echo, Minn.—Work is nearing completion on the remodeling of the elvtr. of the Farmers Warehouse Ass'n. The company is having new feed mill equipment and a new 16x8 10-ton Fairbanks Dump Scale installed, along with other improvements. The T. E. Ibberson Co. is doing the work.

Felton, Minn.—The National Elvtr. Co. has awarded a contract to the T. E. Ibberson Co. for building a new elvtr. and a 4-bin coal shed. The elvtr. will be built on a reinforced slab concrete foundation and will be 30x33-ft., cribbed 43½-ft. to the eaves with 5-ft. of center cribbing. The office is built detached 10-ft. from the driveway and the size on the ground will be 14x20 ft. The elvtr. is to have one leg with a 7½ h.p. motor mounted on a Hinckley Head Drive, 6-ton dump scale and 60-bu. hopper scale.

Wanamingo, Minn.—The Farmers Elvtr. Co. has begun operating its new feed mill which was completed recently. The building is built of brick and is 22x22-ft. on the ground and is 23-ft. to the eaves. It has a full basement. The building has 5 bins which are taken care of by two legs, both having 8x5-in. buckets. The mill is equipped with a 22-in. BB Monarch Attrition Mill, having two 25-h.p. motors. The legs are driven by a 5-h.p. Fairbanks Enclosed Ball Bearing Motor. The T. E. Ibberson Co. had the contract for the work.

Dawson, Minn.—The Dawson Produce Co.'s elvtr. is nearing completion. It is divided into 16 bins with a total capacity of 30,000 bus. and is equipped with a 16x8-ft. Fairbanks Special 10-ton Dump Scale fitted with a Winter Truck Dump, a 2,000 bus. per hour Richardson Automatic Scale, located in the cupola, a Link-Belt Manlift, two legs, one having 11x6 buckets and the other 9x5 buckets. The power is furnished by a 7½ h.p. Type EHJ Fairbanks Motor driving each leg. Both motors are mounted on Winter Head Drives. A 5 h.p. motor is used to drive a lineshaft on the work floor for the cleaners, and there is a 2 h.p. motor driving the compressor for the air dump. There are two cleaners on the work floor. One is a Tri-Rotor Carter Cleaner and the other is located in the "T" of the work floor. There is a two-room office 14x22 ft. attached to the driveway. The elvtr. is to be fitted with an Ibberson Bin Alarm, with a warning bell located in the work floor and one located in the office. The T. E. Ibberson Co. has the contract for the work.

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Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

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They certify the Farmer "has sold Bushels of at cents per bushel, to grade No., to be delivered at on or before". They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

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Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Elgin, Minn.—We expect to wreck the elvtr. recently bot from D. E. Earsley, but will use the coal sheds and warehouse.—Richardson Elvtr. Co.

MINNEAPOLIS LETTER.

The Atkinson Mlg. Co. is increasing its wheat storage capacity about 150,000-bu.

The Archer-Daniels-Midland Co. is building a 5-story steel grain drier that will cost \$8,000.

Chas. M. Larson, vice pres. of Atwood-Larson Co., grain commission merchants of this city and Duluth, died recently from heart trouble.

We have just installed two new 5-unit cylinder cleaners, replacing sieve machines. The house is now running day and night, plenty of business.—B. H. Fuller, supt., Sheffield Elvtr. Co.

The Hiawatha Grain Co. has bot the old Phelps elvtr. and is installing a new 5-unit cylinder cleaner. This installation along with general alterations to the plant is being carried out by the T. E. Ibberson Co.

A move is being made here to build terminal grain elvtrs. for loading and unloading the barges. This action has become necessary because of a recent announcement of all barge line companies of a new rate of 60% less than corresponding rail rates. There are now no facilities here for loading grain on barges.

MISSOURI

Hughesville, Mo.—Kinchelor & Harriman succeeded J. S. Baltzell about 3 months ago.—X.

Ritchey, Mo.—J. M. Curtiss, who had been in the grain business here for a number of years, died recently.

West Plains, Mo.—Robert Pease, pres. of the company, and Chas. Stout have bot the stock of the Pease-Moore Mlg. Co. and will operate the plant.

Chilhowee, Mo.—The Rock Island elvtr. has been opened by L. E. Preston and Chas. Atchison. The new company will be known as the Chilhowee Grain Co.

Hughesville, Mo.—I am building new concrete approaches to my dump, and expect to repair a warehouse and paint the elvtr. and warehouses this summer.—C. N. Richardson.

Liberty, Mo.—The elvtr. of the Henderson Supply Co. was damaged when cars in a freight train jumped the track and crashed against it. The damages are estimated at \$3,000.

St. Louis, Mo.—Ivan Wieland has resigned his place with the Seele Bros. Grain Co. to accept a position as asst. to the sales mgr. of the starch department of the A. E. Staley Co. at Decatur, Ill.

Higginsville, Mo.—The plant of the Higginsville Mlg. & Elvtr. Co. has been completely overhauled and has resumed operations. It now has an elvtr. capacity of 250,000-bu. and a mill capacity of 750 bbls. daily.

St. Louis, Mo.—The Rural Grain Co. has arranged with Martin & Knowlton Grain Co. to handle consignments here. This enables the firm to give shippers service at St. Louis, as well as Chicago and Peoria.

St. Louis, Mo.—The department of weights and samples has been authorized to make a flat charge of \$7 a car for treating grain infested with weevil. The same charge will be made if a second treatment is necessary.

Norborne, Mo.—A new grain firm, the Norborne Grain Co., has leased the old Farmers Elvtr. from the Citizens Bank, and will operate it. Members of the firm are E. O. Belt, buyer; John D. Callaway, mgr. of elvtr.; Frank E. Kenton and Frank Schifferdecker.

Sarcoie, Mo.—I have overhauled the 50,000-bu. elvtr. which I bot of the Rea-Patterson Mlg. Co., put in a motor and installed an auto truck dump. Will also build a warehouse, and wholesale flour, feed and salt. I had been associated with the same firm for a number of years as traveling salesman, covering Arkansas and part of Louisiana.—C. J. Sawyer.

Vator (Anniston p. o.), Mo.—The elvtr. of the Whitehead-Davis Grain Co. burned recently. The fire was not discovered until the large building was falling, the time being shortly after midnight. The elvtr. had a capacity of 75,000-bu. and contained three or four carloads of corn. The house was insured for \$10,000, while the loss is estimated at \$30,000. The company is undecided as to whether it will rebuild.

Eureka, Mo.—The Eureka Co-op. Elvtr. Ass'n will build a \$3,000 warehouse.

KANSAS CITY LETTER.

Jack Hausman and J. H. Martin have been elected to membership in the Board of Trade.

Frank T. Kane, formerly with the Kaw Grain & Elvtr. Co., is now with the Scoular-Bishop Grain Co.

J. V. Strohecker, former mgr. of the Farmers Union at Washington, Kan., is now traveling for the Murphy Grain Co.

Alexander McKenzie, who recently joined the Moore-Seaver Grain Co., in charge of mlg. wheat merchandising, died suddenly at Hotel Statler, Detroit, Mich., July 18, where he had gone on a business trip. Before joining the above company he was vice pres. of the Kaw Grain & Elvtr. Co. and a pioneer member of the Board of Trade. He was 72 years old. Surviving are his wife and daughter.

MONTANA

Havre, Mont.—We have installed a distributor in our elvtr. Leon McNicol is our mgr.—Farmers Grain Exchange.

Kevin, Mont.—Mail addressed to the Tool County Grain Co. has been returned marked "Does not receive mail here."

Wolf Point, Mont.—The North Dakota Wheat Growers Ass'n has applied for an elvtr. site on the Great Northern Railway here.

Forsyth, Mont.—The Eastern Montana Elvtr. Co. has installed a new scale and automatic dump. A feed warehouse will be built this summer.

Cascade, Mont.—We are installing an additional 300-bbl. unit in our mill and expect to have it completed in time for the new crop. This will give us a total capacity of 600 bbls. daily.—Cascade Mlg. & Elvtr. Co.

Greycliff, Mont.—The Powers Elvtr. Co. has awarded the contract to the T. E. Ibberson Co. for building an elvtr. 34x36 ft., cribbed 50 ft. to the eaves and with 5-ft. of center cribbing, and divided into 13 bins with a total capacity of 40,000 bus. Equipment will include a 10-ton 16x8-ft. Fairbanks Special Dump Scale fitted with a Strong-Scott Dump, and a 100-bu. hopper scale on the work floor.

Nashua, Mont.—The elvtr. of the Farmers Produce Co. has recently been completed and is now in operation. The house is 34x39-ft. on the ground and rises 60 ft. to the eaves and has 6 ft. of center cribbing. It is divided into 18 bins with a total capacity of 50,000 bus. The main elvtr. is built on a slab foundation. The elvtr. has a 14-ft. driveway with a 4-ft. alcove and is enclosed 24-ft. ahead of the scale which is an 18x8-ft. 20-ton scale fitted with a Strong Scott Air Dump. The shipping scale is a 100-bu. hopper scale located on the work floor. The office and engine room is built attached to the driveway and is 14x24 ft., with a full basement to serve as engine room. The elvtr. has two legs with 11x6 Salem Buckets which are fitted with a double distributor for spouting to the bin. The power is furnished from the engine room where there is a 21 h.p. gas engine. The T. E. Ibberson Co. had the contract for the work.

NEBRASKA

Broadwater, Neb.—The Broadwater Elvtr. has added a new office to its plant.

Kimball, Neb.—The Cheyenne Elvtr. Co. is building a 20,000-bu. house here.

Grainton, Neb.—We have bot the Powers Elvtr. here.—The Cheyenne Elvtr.

Heartwell, Neb.—C. F. Kohl of Hastings has leased the Morris elvtr. and employed Jay Green as mgr.

Stromberg, Neb.—The Wright Leet Grain Co. has opened its elvtr. here with H. T. Westering as agt.—X.

Inland, Neb.—Lars Hansen has succeeded Thos. Kearney as mgr. of the Farmers Union Co-op. Ass'n.

Wilcox, Neb.—O. J. Van Cleave of Holbrook has leased and will operate the old Duff elvtr. of Roy M. Strong.

Minden, Neb.—We have thoroly overhauled our elvtr., put in a new elevating belt and cups, new scale and platform, new loading spout, and put everything in first class condition.—Nebraska-Iowa Grain Co.

Sutton, Neb.—We have built new coal sheds and put a new floor in elvtr.—Sutton Farmers Grain & Stock Co.

Long Pine, Neb.—L. O. Shaneyfelt is building an elvtr. here, the work being done by the Van Ness Construction Co.

Shea (Diller p. o.), Neb.—Lew Barber has bot the Farmers Union elvtr., operated as the Shea Equity Exchange Co.—P.

Fairmont, Neb.—This house has been closed for a year due to shortage of crops, but is now reopened.—Hynes Elvtr. Co.

Hildreth, Neb.—Emmet Bowers of Franklin is now in charge of the East Elvtr., which has been operated by Perry McCombs.

Scottsbluff, Neb.—We will install a man lift, air dump and truck scales and enlarge our warehouse.—Scottsbluff Elvtr. Co.

Daykin, Neb.—P. B. Hart of Ruskin has succeeded John Endorf as mgr. of the Farmers Elvtr. The latter will devote his time to farming.

Guide Rock, Neb.—The new Ely grain elvtr. is now open for business. The foundation is also laid for the Ely elvtr. being built at Bostwick.

Sidney, Neb.—We are repairing and enlarging our house here and also installing four new air pressure truck dumps.—Nebraska-Colorado Grain Co.

Culbertson, Neb.—We have not added gasoline as a sideline. The oil company is separate and is named the Co-op. Oil Co.—Co-op. Equity Exchange.

Bradshaw, Neb.—C. H. Kolling, receiver, has brot suit against the stockholders of the defunct Farmers Union Elvtr. Co., which was sold in 1921.

Syracuse, Neb.—The Nebraska-Iowa Grain Co. has leased the Duff elvtrs. here and at Otoe. R. F. Moore will manage the business here, and Frank Krisl the one at Otoe.

Bruning, Neb.—The Jensen Mlg. & Grain Co. has leased the mill, formerly operated as the Bruning Mill & Elvtr. Co. The Jensen company operates plants at Superior and Nelson.

Potter, Neb.—We have just completed the installation of a complete new leg, driveway floor, and spouting. Have also built a new office.—Lee D. Hagemeister, mgr., Home Lumber Co. Elvtr.

Richland, Neb.—We have put on a new corrugated roof, installed a manlift, a loading pipe direct from the head, one new approach and repaired bins and spouting.—Farmers Union Co-op. Ass'n.

Shickley, Neb.—The Shickley Grain Co., incorporated; capital stock, \$10,000; by Elmer Bradley, Carl Wennesten, P. Bradley and Lulu Wennesten. The company has been operating as a partnership.

Omaha, Neb.—The contract for a 1,000,000-bu. addition to the Missouri Pacific Elvtr. has been let to Edwin Ahlskog. The addition will be equipped with one 25,000-bu. leg with a 2,500-bu. garner and 2,000-bu. scale. Extensive remodeling of the old house is contemplated.

NEW ENGLAND

Woburn, Mass.—The warehouse of Jaquith & Co. was partly destroyed by fire July 5, with a damage of \$3,500.

Boston, Mass.—F. C. Maynard and E. F. Clapham have formed a company under the name of Maynard & Clapham to conduct a grain brokerage business.

Lawrence, Mass.—Fire destroyed three of the buildings of the H. K. Webster Co. July 7, with a loss estimated more than \$75,000, covered by insurance. The blaze did not reach the grain elvtrs., but was confined to the warehouses.

NEW YORK

Jamestown, N. Y.—The D. H. Grandin Mlg. Co. will build a new elvtr. soon.

New York, N. Y.—Gustave Neumond and Max Stein have taken over the export firm of K. & E. Neumond.

Pleasantville, N. Y.—Our new warehouse that was completed April 1, 1927, was totally destroyed by fire, along with contents of feed, etc., on July 5 at 8:40 a. m. Work on building new warehouse will be started just as soon as the ruins are cleared away.—Lane, Eaton & Smith Co.

New York, N. Y.—Robert G. Brandt, formerly with the Armour Grain Co., is now engaged in the grain brokerage business on his own account with offices in the Produce Exchange building.

Buffalo, N. Y.—The International Mfg. Co. is installing two marine legs in its elvtr. The Monarch Engineering Co. is doing the work.

Jamestown, N. Y.—Henry R. Wilber, pres. of H. R. Wilber & Co., Inc., is now mayor of Lakewood, a suburb of this city. He was village pres. and by the law which recently went into effect that officer now becomes mayor.

NORTH DAKOTA

Abercrombie, N. D.—F. W. Luick has resigned as mgr. of the Farmers Elvtr. Co.

Plaza, N. D.—Ray Kniessel of Richie, Mont., is the new mgr. of the Plaza Equity Elvtr. Co.

Havelock, N. D.—The Farmers Elvtr., which has been closed for some time, is now in operation.

Grafton, N. D.—A trustee has been appointed to take over the affairs of the Grafton Roller Mills Co.

Hazelton, N. D.—The Wheat Growers Ass'n has bot the elvtr. of the Farmers Elvtr. & Stock Co.

Leverich (Rugby p. o.), N. D.—The Farmers Elvtr. burned to the ground. Insurance of \$9,000 was carried.

Edgeley, N. D.—Forest Palmer of Crystal Springs will succeed C. W. Knapp as mgr. of the Powers Elvtr. Co.

Dahlen, N. D.—The Minnekota Elvtr. Co. is building a 4-bin coal shed. The T. E. Ibberson Co. has the contract for the work.

Wing, N. D.—The Great Western Grain Co. has had a new boot tank and pit installed in its elvtr. by the T. E. Ibberson Co.

Tappen, N. D.—At a meeting of the stockholders of the Farmers Elvtr. Co. it was decided not to sell the elvtr. to the pool ass'n.

Cogswell, N. D.—Our house is being motorized, and an attrition mill installed. The mill house is being remodeled.—I. R. Olson, mgr., Co-op. Grain Co.

Fonda, N. D.—The Minnekota Elvtr. Co. is installing a 10 h.p. gas engine in its elvtr. here. This and general repair work is being done by the T. E. Ibberson Co.

Kellogg, N. D.—The Great Western Grain Co. is installing a 10-ton 16x8 Fairbanks Scale with a Strong Scott Dump in its elvtr. The T. E. Ibberson Co. is doing the work.

Appam, N. D.—The Appam Farmers Elvtr. Co. is installing new motors and head drives in its elvtr. This work, along with general repairs, is being done by the T. E. Ibberson Co.

Montpelier, N. D.—The Montpelier Elvtr. Co., a co-op. enterprise, has bot the Farmers elvtr. H. E. Tingdahl, mgr. of the Farmers Elvtr. several years ago, has returned here and will manage the new establishment.

Kenaston, N. D.—The Farmers Co-op. Elvtr. Co. is increasing the capacity of its elvtr. with the building of a 15,000-bu. annex, and is also having minor repairs made on the elvtr. The T. E. Ibberson Co. has the contract.

Gronna (Perth p. o.), N. D.—We installed a Carter Cleaner, grain dump, distributor and automatic scale recently. This elvtr. changed mgrs. a year ago, and I have been here since then.—P. W. Schilling, mgr., Gronna Equity Elvtr. Co.

Turtle Lake, N. D.—The Equity Elvtr. & Trading Co. is motorizing its plant with the installation of two 7½ h. p. Fairbanks Motors mounted on Hinckley Head Drives. Additional storage bins are being built over the driveway. The work is being done by the T. E. Ibberson Co.

Grenora, N. D.—We have remodeled our elvtr., including an enlarged office and new double distributor, new leg plus repairing old leg, automatic scale, house for screenings, new large steel boot tank, new steel spouts, electric motors, etc. The T. E. Ibberson Co. is doing the work.—Grenora Farmers Elvtr. Co.

Cavalier, N. D.—The 35,000-bu. elvtr. for the International Elvtr. Co. is nearing completion. It has 18 bins and is equipped with a 10-ton Fairbanks Special Dump Scale fitted with a Strong Scott Dump. The power is furnished by motors mounted on Hinckley Head Drives. The T. E. Ibberson Co. has the contract.

Landa, N. D.—The new elvtr. of the Farmers Elvtr. Co. is now in operation. It is 32x39-ft., cribbed 52-ft., has 19 bins with a total capacity of 50,000 bus. Equipment includes D. P. and Empire Buckets in the two legs, a 25-h. p. gas engine, a manlift, and a Big Four Carter Cleaner. The T. E. Ibberson Co. had the contract.

Ambrose, N. D.—The recently completed elvtr. of the Ambrose Farmers Elvtr. Co. is now in operation. It has a capacity of 50,000 bus., is 30x39-ft., cribbed 65-ft., has 14-ft. driveway and is built on concrete slab foundation. Included in the equipment is a 10-ton 6x8 Fairbanks Special Dump Scale with air lift, Fairbanks Wagon Scale, two 10 h. p. Fairbanks-Morse Enclosed Type Motors mounted on Hinckley Head Drives, furnishing power for the 3 legs, 11x6 Salem Buckets, 2,250-bu. Richardson Automatic Shipping Scale, Carter Cleaner, flax cleaner, 15 h. p. Fairbanks Enclosed Type Motor, manlift and 10-car car-puller. The T. E. Ibberson Co. had the contract.

OHIO

Lykens, O.—Newton Jump of Lemert has bot the Lykens elvtr.

Delphos, O.—The Shenk Grain Co. recently installed a J-B Feed Mill.

Lewisburg, O.—L. D. Dewey recently installed a J-B Feed Mill in his elvtr.

Ada, O.—Baransy & Folfom are building an 8,000-bu. grain storage warehouse here.

Newark, O.—The Hulshizer Mfg. Co. will rebuild its mill which recently burned.

Sunbury, O.—Walter Mulzer is the new mgr. of the Condit Co-op. Elvtr. Co. here.

Willard, O.—The Willard Farmers Exchange Co. sustained a small loss by fire on July 6.

Eaton, O.—Eugene A. Lewis of Richmond, Ind., has bot the elvtr. and coal yard of Joseph Poots.

Morrill, O.—The Morrill Lumber & Elvtr. Co. has installed a McMillin Wagon and Truck Dump.

Lyons, O.—The Lyons Grain & Coal Co. is installing a Western Power Feeder and other equipment.

Pettisville, O.—The Pettisville Grain Co. has installed a Dreadnaught Ear Corn Crusher and Corn Cracker.

Lakeview, O.—The Lakeview Elvtr. Co. is installing new Sidney Roller Bearing Overhead Dump Equipment.

Toledo, O.—Wayne L. Norby, formerly of Milwaukee, Wis., is now in charge of the local office of the Cargill Grain Co.

Cridersville, O.—Reichelderfer & Graham are installing a new air blast loader, furnished by the Sidney Grain Machinery Co.

Vanlue, O.—The Vanlue Grain & Supply Co. is installing new elvtr. equipment, furnished by the Sidney Grain Machinery Co.

Hamilton, O.—The Anderson-Shafer Co. is installing a Sidney Sheller, drag and other equipment, to replace its old machinery.

Briceton, O.—John Marquardt & Son are installing new Sidney Roller Bearing Corn Sheller, new elvtr. boot, new overhead dump equipment.

Kileville, O.—Chas. Kile & Son are installing a motor driven hammer mill and other equipment, furnished by the Sidney Grain Machinery Co.

Chillicothe, O.—The Ross County Farmers Exchange is remodeling its elvtr. and installing new equipment. The Sidney Grain Machinery Co. has the contract.

Toledo, O.—The Norris Grain Co. has leased and takes possession this month of the C., H. & D. Elvtr., formerly operated by Rosenbaum Bros.—Frank W. Hotchkiss.

Republic, O.—The Republic Mercantile & Elvtr. Co. is installing new direct connected motor drive air blast loader, furnished by the Sidney Grain Machinery Co.

Westerville, O.—Have just installed another large Gruendler Hammer Mill, direct connected 60-h. p. motor. Will put in a new sheller and cob house this fall.—Westerville Farmers Exchange Co.

Peterson's Crossing (Ada p. o.), O.—O. M. Abt & Son, have leased the elvtr. of the Farmers Co-op. Grain & Supply Co., and will overhaul the plant and put it in operation, it having been closed since last fall.

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Grain Dealers Journal

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Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

Hancock (McComb p. o.), O.—The Hancock elvtr. of the McComb Farmers Elvtr. Co. is being repaired and an electric motor will be installed.

Horton (West Mansfield p. o.), O.—The A. R. Kerr Co. has let the contract for its new 15,000-bu. elvtr. to the Sidney Grain Machinery Co., who will build and furnish it complete. The equipment will include roller bearing corn sheller, overhead dump, Monitor Cleaner, Richardson Scales, and will be strictly up-to-date thruout.

Payne, O.—Brady Bros., who moved their elvtr. here from Worstville, a distance of 5 miles, and remodeled it, are now operating the plant. The elvtr. has a capacity of 35,000 bus., two legs, No. 13 U. S. Sheller, double screen cleaner, 10-ton scale, 10-bu. Richardson Automatic Scale and steam power. The building is of frame, metal covered, with the exception of the boiler room, which is of brick and 70x28-ft. and 90-ft. high.

OKLAHOMA

Butler, Okla.—The Grigsby Grain Co. is installing an air lift dump.

Jet, Okla.—W. E. Henry of St. Louis, Mo., has bot the Cherokee elvtr.

Lawton, Okla.—The Lawton Co-op. Elvtr. Co. has added a J-B Feed Mill to its equipment.

Strong City, Okla.—We have installed scales in our elvtr.—Roger Mills County Co-op. Ass'n.

Enid, Okla.—Chas. Cox of the Chas. Cox Grain Co. will move his office to Carmen July 15.

Nash, Okla.—W. H. Gibson, formerly in the grain business at Ingersoll, is now mgr. of the Choctaw Grain Co.'s elvtr.

Yewed, Okla.—Jess Mansfield, formerly with the Kansas Flour Mills Co. at Enid, is now mgr. of the elvtr. of Oscar Robinson.

Chickasha, Okla.—The Linton Grain contemplates erecting additional storage bins of large capacity.—S. J. Goldsmith, vice. pres.

Butler, Okla.—We installed a new 25-h. p. motor and an air dump this year, also put in a Fairbanks-Morse All Purpose Feed Mill.—Zobisch Grain Co.

Ardmore, Okla.—A frame barn belonging to the Ardmore Mfg. Co. was damaged by fire July 8, which was supposedly caused by sparks from burning shucks.

Marshall, Okla.—Valley Hughes, an employe of the Farmers Elvtr. Co., was overcome by gas while in the pit, and was taken to a hospital in a serious condition.

Elk City, Okla.—We have made minor improvements at our elvtr. here and at Carter, have also painted our elvtr. at Hammon.—Roger Mills County Co-op. Ass'n.

Waukomis, Okla.—Don W. Ward of the Waukomis Mill & Elvtr. Co., died July 10 from apoplexy. He had been engaged in the grain business here for many years.

El Reno, Okla.—The Canadian Mill & Elvtr. Co. plans to enlarge the capacity of its plant soon. Henry Schafer was recently named vice pres. of the company, succeeding to the vacancy caused by the death of John Maney last year.

Gracemont, Okla.—We are siding our elvtr. with iron, putting on an iron roof, and have added a new bin 14x16 ft. to our coal house. Have also painted all buildings and repaired all machinery.—C. A. Downing Elvtr. Co.

Ponca City, Okla.—The Ponca City Mfg. Co. has completed its new concrete mill building and is installing new machinery which will give the plant a daily capacity of 500 bbls. The plant will probably be ready to operate early in September.

OREGON

Pendleton, Ore.—Fred Cooper of Culdesac, Ida., will have charge of a warehouse of the Collins Grain Co. here.

PENNSYLVANIA

Reading, Pa.—F. S. Wertz & Son recently installed a J-B Feed Mill in their plant.

Philadelphia, Pa.—Work on the new elvtr. being built by the Reading Co. is nearly completed. The elvtr. will have a capacity of 2,500,000 bus.

Philadelphia, Pa.—The elvtr. agt. of the Pennsylvania railroad has announced that all wheat grading "sample grade" and that grading "musty" will be handled as the inspector directs, and it will not be necessary to fill drying or other orders covering wheat of these descriptions.

SOUTH DAKOTA

Ramona, S. D.—Thos. Clark of Minneapolis has bot the Owens & Paulson elvtr.

Laboit, S. D.—T. C. Larson is the new mgr. of the Farmers Grain & Livestock Co.

Hudson, S. D.—Chas. Marshall & C. Serck have installed a J-B Feed Mill in their plant.

Hecla, S. D.—The Farmers Co-op. Elvtr. Co. will install a truck dump soon.—A. W. Rowlee.

Vayland, S. D.—The Atlas Elvtr. Co. will reopen its house here with Mr. Gaughn in charge.

Groton, S. D.—The Atlas Elvtr. Co. is building a 4-bin coal shed. The T. E. Ibberson Co. is doing the work.

Broadland, S. D.—F. W. Luick of Abercrombie, N. D., has been engaged as mgr. of the Broadland Equity Exchange.

Eagle Butte, S. D.—The Eagle Butte Farmers Elvtr. Co. will install a dump and make other improvements.—A. W. Rowley.

Vayland, S. D.—Fred Callsen has taken charge of the Farmers Elvtr. Co. He recently returned from spending a year in the west.

Valley Springs, S. D.—The Farmers Elvtr. Co., an old established company, has been incorporated with a capital of \$25,000.

Colton, S. D.—The Madison Grain Co. has installed a dump scale and a truck dump, the work being done by the T. E. Ibberson Co.

Estelline, S. D.—Dick Jones, formerly mgr. of the Olson Grain Co. at Spain, has been engaged as the new mgr. of the Farmers Co-op. Co.

Tea, S. D.—I have erected lightning rods and am going over all machinery. Am also installing a gas engine for emergency use.—J. P. Olson.

Canton, S. D.—Martin Overby has been appointed mgr. of the W. M. Bell Co.'s office here to succeed C. C. Vickerman, resigned.—W. M. Bell Co.

Amherst, S. D.—Joe Turel is to be the new mgr. of the Farmers Co-op. Grain Co. He was formerly second man for the Farmers at Westington Springs.

Summit, S. D.—Olak Brekken is the new mgr. of the Summit Farmers Elvtr. Co. He was formerly mgr. of the Great Western Elvtr. as Uhlen, Minn.

Bruce, S. D.—The Farmers Co-op. Co. is installing motors for its main elvtr. power. It will use the big gasoline engine to operate the mill recently installed.

Brookings, S. D.—Geo. P. Sexauer & Son have let the contract to the T. E. Ibberson Co. for the installation of new legs in their elvtr., raising the cupola and other general repairs.

Reville, S. D.—The Farmers Elvtr. Co. is putting a new concrete foundation under its elvtr. No. 1, as well as general repairs, re-nailing and painting the siding. Local contractors are doing the work.

Florence, S. D.—The Florence Farmers Co-op. Elvtr. Co. has put in a new Winter Air Dump in its east elvtr. This elvtr. was recently bot by the above company, who built a mill addition, put the place in first-class condition, painted it and equipped it with lightning protection.

Orient, S. D.—Work is now under way on the elvtr. for the Atlas Elvtr. Co. The house will be 30x33 ft., cribbed 47 ft., having 12 bins of a total capacity of 35,000 bus., built on a reinforced concrete slab foundation. Equipment will include 10-ton dump scale with Strong Scott Dump, 11x6 Salem Buckets, 7½ h.p. motor on a Hinckley Head Drive. The driveway is 12 ft. wide. The T. E. Ibberson Co. has the contract.

Watauga, S. D.—We have just completed a 37,000-bu. elvtr., up-to-date in every way. It is equipped with 5 Fairbanks-Morse Electric Motors. One is 7½ h.p., one 5 h.p., one 2 h.p., attached to 3-unit Emerson Cleaner, one 2 h.p. for Strong Scott Air Dump and 1-15 for dockage tester. Have a grain distributor and full set of fire extinguishers, also a Fairbanks 10-ton scale built by L. D. Wait & Co.—John S. Swanson, mgr., Watauga Equity Exchange.

SOUTHEAST

Lynchburg, Va.—T. A. Jennings Sons, Inc., has retired from business and the property will be leased. This firm had been in operation since 1894.

Birmingham, Ala.—The W. M. Cosby Flour & Grain Co. has changed its firm name to the Cosby-Hodges Mfg. Co. This company has a daily capacity of 600 bbls. of flour, 50,000 lbs. corn meal and 10,000 bags of poultry and dairy feed.—P.

Richmond, Va.—John W. Justis was recently elected pres. of the Grain Exchange. I. L. Sutherland, Sr., is vice pres.; W. F. Green, sec'y-treas. and inspector; F. H. Garber, Jr., S. T. Beveridge, A. L. Franklin, Thos. L. Moore, G. F. Banks, J. M. Roane, W. D. Saunders, A. R. Venable and W. P. Wood, directors. W. D. Saunders is chairman of the executive com'tee; S. T. Beveridge of the quotation; S. T. Beveridge, grain; A. L. Franklin, hay; Thos. L. Moore, arbitration; W. C. Ervin, appeal; Thos. L. Moore, trade; A. R. Venable, new membership.—P.

TENNESSEE

Shelbyville, Tenn.—We have rebuilt our mill and added a 25,000-bu. elvtr. of crib structure, and installed machinery for making a complete line of horse, dairy and poultry feeds. Have a total storage of 50,000 bus. Springklng equipment will be added.—Dixie Grain Co.

Memphis, Tenn.—J. B. Edgar, chairman of the River Terminal Commission, has announced that plans are under consideration for the construction of a large grain elvtr. with facilities for handling bulk grain from and to barges. Elvtr. will be about 1,500,000-bu. capacity with room for enlargement later. Details of the bond issue are not complete.—P.

Nashville, Tenn.—We recently sold our plant B to the Nashville Warehouse & Elvtr. Co. We are still operating our plant A, which gives us a capacity of 250,000 bus., and in addition to this we will have the use of the plant recently sold for storage purposes. In other words, our business will not in the least be restricted and we expect to do a larger volume of business this year than last.—J. R. Hale & Sons.

TEXAS

Weatherford, Tex.—The Dorsey Grain Co. is building a concrete wharf and a new platform.

Brady, Tex.—The Spiller Grain Co. has bot the grain, hay and coal business of Marcy & Co.

Brownwood, Tex.—The Austin Mill & Grain Co. is installing a McMillin Wagon and Truck Dump in its plant.

Comanche, Tex.—We have installed an elvtr. purchased from the Portable Elvtr. Mfg. Co. of Bloomington, Ill.—Brightman & Sons.

Hearne, Tex.—The warehouse of the Brazos Grain Co. burned recently with a \$2,500 loss, which was covered by insurance.

Bomarton, Tex.—There is only one elvtr. here and it is owned by the Stallings Grain & Coal Co. of Seymour and managed by Z. T. Thomas.—Z. T. Thomas.

Amarillo, Tex.—The warehouse of the Kenyon Grain & Coal Co. was damaged by fire recently, which is believed to have been caused by a passing engine.

Dublin, Tex.—I entered the grain business June 1 on my own account, doing a carlot business. I operate under the name of F. A. Duke Grain Co., but have no partners.—F. A. Duke.

Hale Center, Tex.—Having sold our plant to L. J. Halbert of Plainview, does not mean that we intend to leave the grain business. At present the writer is mgr. of the Farmers Elvtr. Co., the firm to which we sold.—W. L. Porter.

McGregor, Tex.—I now own the controlling interest in the McGregor Mfg. & Grain Co., and since taking the plant over have treated it to a good coat of paint and dolled it up in general. The Farmers Mill has not been operated here for two years now. Our only legitimate competitor is the Bloodworth Grain Co., who operate the old Lawson plant. We have plenty of fly-by-night and likewise plenty of supposed to be legitimate elvtrs. who will bid farmers more for a car of grain loaded here than they will bid us.—E. W. Crouch.

UTAH

Ogden, Utah.—The Royal Mlg. Co. has completed the work of remodeling the mill bot of Albers Bros. and will soon put it in operation.

Ogden, Utah.—The Grain Exchange trading floor has been reopened as a cash market for Utah and southern Idaho grain buyers, with B. L. Slack as sec'y.

WASHINGTON

Edwall, Wash.—The Seattle Grain Co. is adding about 50-ft. to its house.—F. F. Wollenberg.

Lacrosse, Wash.—The Kelley Hughes Warehouse Co. of Pullman has bot the assets of the Lacrosse Elvtr. & Produce Co.

Seattle, Wash.—The Independent Grain Co., incorporated, by C. W. Booth, Jas. Skelton and O. S. Pearson of Lewiston, Ida.

Spokane, Wash.—The Macdonald Warehouse & Grain Co., incorporated; capital stock, \$50,000, by W. H. and W. J. Macdonald.

Edwall, Wash.—The Boyd Conlee Co. of Spokane has leased a site here and is contemplating building a warehouse.—F. F. Wollenberg.

Seattle, Wash.—H. H. Patt is now associated with H. M. Herrin & Co. and will act as their trader in the wheat pit. Mr. Patt was formerly with Chas. E. Lewis & Co., Minneapolis, and later with G. K. Wentworth & Co., Portland.

Edwall, Wash.—I took over the position of mgr. here July 1, replacing E. F. Beck. The company is building a corrugated warehouse 60x150-ft. which will give us 100,000 bus. additional capacity.—F. F. Wollenberg, mgr., Edwall Warehouse Co.

WISCONSIN

Rice Lake, Wis.—A. A. Bergeron is building an elvtr. here.

Janesville, Wis.—F. E. Green has added a 3-story barn to his plant here.

Reedsburg, Wis.—The Reedsburg Farmers Co. is installing a new Sidney Power Feeder for its hammer mill.

Delavan, Wis.—The Hetzel Mlg. Co. is replacing the machinery in its plant which was damaged by a recent fire.

Northline (Hudson p. o.), Wis.—The feed and flour house of the Northline elvtr., H. C. Hanson, owner, burned recently.

Clintonville, Wis.—S. A. LaViolette of Oconto is now in charge of the local elvtr. of the Northern Mlg. Co., having succeeded Rudolph Samz.

Brooklyn, Wis.—We bot out the Farmers Mutual Benefit & Trading Co. and succeeded it. Are the only regular dealers here.—Wm. Borst & Son.

Brillion, Wis.—Krueger Bros. Elvtr. Co. is dismantling its old elvtr. here. The elvtr. was at one time operated by the Wisconsin Malt & Grain Co.

MILWAUKEE LETTER.

Herman F. Franke and Walter L. Templeton have been elected to membership in the Chamber of Commerce.

The Chas. A. Krause Mlg. Co. is building two new storage tanks, which will increase its capacity 100,000 bus.

The Gifford Grain Co., Cedar Rapids, Ia., is to be represented on Exchange by H. H. Peterson of L. Bartlett & Son Grain Co. by permission of the directors of the Chamber of Commerce.

A. E. Bush has been elected to membership in the Chamber of Commerce and will represent the Cargill Grain Co. He succeeds Wayne L. Norby, who has been transferred to Toledo, O.

WYOMING

Cheyenne, Wyo.—The Cheyenne Elvtr. recently bot the Powers Elvtr. at Granton, Neb.

Lander, Wyo.—The Lander Mills are building a 14,000-bu. elvtr., the work being done by the Jones-Hettelsater Construction Co.

Supply Trade

Some advertisers spend 30c to follow up inquiry that cost \$30.

Middletown, O.—The American Rolling Mill Co. announced on July 19 its acquisition of the property, business and patents of the Columbia Steel Co., Butler, Pa., and the Forged Steel Wheel Co., Elyria, O.

Pittsburgh, Pa.—Walter C. Carroll has resigned as vice-president of the Inland Steel Co. to become pres. of the Nat'l Ass'n of Sheet & Tin Plate Mfrs. and chairman of the Sheet Steel Trade Extension Comite.

Utica, N. Y.—The first annual J. B. Sedberry, Inc., Sales-managers' convention was held here June 29 to July 1. The purpose of the convention was to determine more uses of the Jay Bee mill, ways and means of selling it, and to create good fellowship and greater co-operation among the salesmen. John J. Woods, Kansas City, presided as chairman. The convention was addressed by F. K. Kernan and Gilbert Butler of the Bossert Corp., mfrs. of the Jay Bee mill; C. W. Falls of the General Electric Co. and W. C. Clingan of the SKF Industries, Inc.

Chicago, Ill.—The Market Place Publishing Co. has just issued its Consolidated Grain Milling Catalog, the purpose of which is to provide a more efficient and convenient means of supplying catalog information in the form most likely to insure its preservation, accessibility and use than has hitherto existed in the grain milling industry. It is a reference book for mill and elevator executives, engineers and builders, not only to serve as a substitute for individual catalogs when they are not on file, but as a ready index to them when they are, and also as a basis of inquiry for more complete catalogs when required.

St. Paul, Minn.—Countless friends and business associates deeply feel the loss of Fred L. Berry, 67, special scale designer for the St. Paul office of the Fairbanks, Morse & Co. for 43 years. Mr. Berry died in the Miller hospital on Friday, July 8, after a valiant fight against an infection in his foot that necessitated amputation of the leg. To Mr. Berry is due a great deal of credit for modern, efficient track and hopper scales and he played a conspicuous part in the development of weighing facilities of country and terminal grain elevators. His widow, three sons, Charles, Loren and Verner, and one daughter, Mrs. A. B. Dudgeon, survive him.

An increase in the demand for Monarch Power Transmission Appliances and the opportunity to make the line complete, prompted Sprout, Waldron and Company to take over all the patterns, equipment, etc., of the Valley Iron Works of Williamsport, Pa., who are discontinuing manufacturing after serving a large trade for more than thirty years. A separate and distinct department has been organized to take care of the transmission business. A new machine shop and stock room, with 5000 square feet of floor space, has been built and equipped. An extension doubling the capacity of their foundry has been made, and equipped with special machinery. The Monarch Line now includes the Hercules, University and standard lines of bearings, pillow blocks, etc., Hendershot couplings, Peerless clutches, pulleys, collars, take-ups, in fact everything needed for the transmission of Power.

No Russian grain shipments passed Constantinople during the week ended June 8, 1927.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 3½x6 inches. cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. 145 pages 4½x5½ ins. Cloth bound. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 413 pages, 8½x10½ inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 153 pages 6½x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 804 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6½x8½ ins. 860 pages, bound in keratol. Price \$10.00.

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Grain Dealers Journal

309 S. La Salle St.

Chicago, Ill.

Grain Carriers

Green Bay, Wis.—The Mid-West Regional Shippers' Advisory Board met here July 13.

Valley City, No. Dak.—The Northwest Regional Shippers' Advisory Board will meet here July 26.

Average daily box-car surplus for the week ending June 30 was 147,831, while that of the previous week was 149,604 cars.

Minneapolis, Minn.—Adequate barge loading facilities for grain are being sought by the Upper Mississippi Barge Line Co.

Welland Canal work is progressing rapidly. The Dominion Department of Railways and Canals hopes to have the project completed by 1930.

Cairo, Ill.—The recently burned Halliday Elevator was the only house here equipped for barge loading. Efforts are being made to have these facilities replaced.

Minneapolis, Minn.—The Upper Mississippi Barge Line Co. will actually establish regular freight service on August 15, coincident with the effective date of recently published tariffs.

Lansing, Mich.—Michigan Millers, at their mid-summer meeting, passed a resolution to the effect that there was no reason for the carriers charging milling-in-transit anywhere or at any time.

Permission has been granted the Waco, Beaumont, Trinity & Sabine Ry. by the Interstate Commerce Commission to proceed with the construction of 200 miles of additional lines.

Minneapolis, Minn.—A conference was held in St. Paul on July 13 to study plans for providing a nine-foot instead of a six-foot channel in the Mississippi River, as now contemplated by means of the Hastings Dam.

Cumulative loadings of grain and grain products for the first twenty-seven weeks of this year, compared with that of the previous four years, Jan. 1 to July 2, was: 1927, 1,106,846; 1926, 1,112,162; 1925, 1,059,168; 1924, 1,112,907; 1923, 1,051,850.

Minneapolis, Minn.—Award of the contract for building the fourth towboat for the Upper Mississippi Barge Line Co., at a cost of \$168,375, was recently let. Three others are on order. The company has fifteen barges now ready for service.

Loadings of grain and grain products for the week ending July 2 totaled 44,133 cars, a decrease of 6,681 cars below the corresponding week of last year, but an increase of 10,179 cars above two years ago. Loadings the past four weeks have been: June 25, 40,682; June 18, 38,566; June 11, 40,806; June 4, 36,418 cars.

Evansville, Ind.—Ralph H. Missman, mgr. of the Sunnyside Mfg. Co. here and pres. of the Chamber of Commerce, has appointed a com'te to aid in obtaining an appropriation of \$200,000 from the federal government to avert a "cut-off" in the Ohio river six miles above Evansville, which would leave the city high and dry and make an inland town of it.—C.

Buffalo, N. Y.—The United States Government will now move the indictments against the Dakota and Great Eastern elevators here on the charge of violating the Elkins Act by granting rebates and concessions to grain shippers, reciprocating by favoring their elevators in the Buffalo harbor. At the time the Spencer, Kellogg & Sons, Inc., case came up, similar action was reported taken up against the Western Elevating Ass'n, the Buffalo Elevating Co. and the Great Eastern Elevator Corporation.

The Canadian National has let contract for 132 miles of road from Sturgis, Sask., to Mistatim. By the end of 1927 the line is to be completed to 21 miles north of Sturgis.

Buffalo, N. Y.—Spencer, Kellogg & Sons, Inc., operators of the Spencer-Kellogg Elevator here, who were found guilty last Dec. 10 by a jury in a federal court of violating the Elkins Act by giving rebates and making concessions to grain shippers who favored their elevators in the harbor, and who appealed the case to the Circuit Court of Appeals on writ of error, have just been returned an unanimously affirmed confirmation of the ruling of the lower court. At the March term of federal court the company was fined \$11,000. Imposition of said fine is hereby confirmed. Further details appeared on page 755 of the Dec. 25, 1926, number of the Journal.

Toronto, Ont.—The new Canadian lake traffic grain terminal site is to be announced in August. It will either be Prescott or Kingston, presumably the former. Kingston is at the northeast end of Lake Ontario, while Prescott is half way—150 miles—up the St. Lawrence from there to Montreal. With \$7,000,000 unloading facilities and a six-million bushel grain elevator provided by 1930 at one of these two ports, Port Colborne—at the Lake Erie entrance of the Welland Canal—will become a nonentity as a lake traffic grain transfer point. The government has spent over two million dollars during the past two decades to make Port Colborne the port she is today, and added a million bushels additional storage two years ago, however, facilities there are still inadequate.

Export Rate Cuts Aid Des Moines.

Des Moines will be more strongly entrenched as a primary grain market under a more favorable freight rate to Louisiana, which will go into effect Sept. 20, thru an order of the Interstate Commerce Commission made July 7. The new rate is a victory for the Des Moines Board of Trade, which has a membership of more than forty grain buying firms.

The new order establishes the same principles of proportional rates on grain and grain products shipped from Des Moines to Louisiana points which were laid down in a previous order governing rates from Des Moines to Texas points in 1925.

It removes, so far as Louisiana shipments are concerned, the discriminations against Des Moines in favor of Omaha and Council Bluffs which prevailed before the Texas order was issued two years ago.

Discriminations against exportation from Des Moines thru various ports is also removed.

Before the order in the Texas case, according to J. Dolliver Kent, President of the Des Moines Board of Trade, no business with Texas could be done by Des Moines grain dealers and millers because of an advantage in freight rates ranging as great as 5½¢ cwt. which Omaha and Council Bluffs possessed over Des Moines. After this discrimination was wiped out, the two Missouri River cities still had an advantage of as high as 2¢ cwt. on shipments to Louisiana points.

The Interstate Commerce Commission found the proportional rates on grain and grain products from Des Moines to destinations in Louisiana west of the Mississippi River not unreasonable, but unduly prejudicial against Des Moines in favor of Omaha and Council Bluffs, the average distances from Des Moines to Louisiana destinations being almost exactly the same as those from Omaha.

Dominion rust officials stationed at Morde, Manitoba, will continue the process of spraying wheat fields each week, in the Dominion's experimental work of checking infestation of wheat stem rust, until the crop is too far advanced for rust infection to have any effect.

I. C. C. Activities.

In No. 17289, Northrup, King & Co. vs. Santa Fe, the Commission held unreasonable the rates on millet seed from Colorado, Kansas, Nebraska, North and South Dakota to Minneapolis, to the extent that they exceed the wheat rates by more than 12 per cent, effective Aug. 29. Reparation is granted.

In I. & S. No. 2813 the Commission on July 18 found not justified the proposed increased proportional rates on grain and grain products from Colorado, Kansas and Nebraska to Wichita and Kansas City when destined to Gulf ports for export over the Santa Fe, Mo. Pac. or Rock Island, which carriers sought to keep the grain on their own rails for the outbound movement from those cities.

In No. 19017, Inland Waterways Corporation vs. Chicago Great Western, for a division of the rail and river rates that would result in a loss of business to the Great Western, R. J. Hogman of the Great Northern argued that the proposition to take business away from the railroads for a government subsidized service was wholly unconscionable. He said it was not fair. Asst. Atty. Gen. R. L. Dillman said the South Dakota State Railroad Commissioner could not see any benefit to the agricultural interests of South Dakota in the proposition.

Hearing on Tolerances Aug. 9.

The Central Freight Ass'n, Illinois Freight Ass'n, Western Trunk Line Com'te and Southwestern Freight Bureau on July 20 joined in the issuance of C. F. A. Joint Hearing Bulletin No. 599, having reference to C. F. A. Docket No. 10301, I. F. A. File No. 3747-M, W. T. L. Docket 5713-A, and S. W. F. B. File No. 17-Proposal No. 12376, as follows:

Joint hearing on the subject indicated below will be held at Room 2048, Transportation building, Chicago, Ill., on Tuesday, Aug. 9, 1927, at 10 a. m., daylight saving time.

DESCRIPTION OF SUBJECT.

To publish the following scale of tolerances in tariffs of Central Freight Ass'n, Illinois Freight Ass'n, Western Trunk Line Com'te and Southwestern Freight Bureau carriers and agents for guidance in the handling and disposition of questions involving alleged loss of bulk grain based on differences between loading and unloading weights.

Weights—Grain Tolerance: From One Official Weighing Point to Another. Present—No specific rules now govern. Proposed—See below.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|--------------------|-----------------------|--------------------|----------------------------------|-------------------|---------------------------------|---|
| Loads (in pounds). | Commodity: Tolerance. | Two hopper scales. | Commodity and two hopper scales. | Two track scales. | Commodity and two track scales. | Commodity and one hopper and one track scale. |
| 60,000 | 75 | 60 | 135 | 120 | 195 | 165 |
| 66,000 | 82 | 66 | 148 | 132 | 214 | 181 |
| 70,000 | 87 | 70 | 157 | 140 | 227 | 192 |
| 77,000 | 96 | 77 | 173 | 154 | 250 | 212 |
| 80,000 | 100 | 80 | 180 | 160 | 260 | 220 |
| 88,000 | 110 | 88 | 198 | 176 | 286 | 242 |
| 100,000 | 125 | 100 | 225 | 200 | 325 | 275 |
| 110,000 | 137 | 110 | 247 | 220 | 357 | 302 |

Column 1 shows the capacity and 110% of capacity of the cars ordinarily used for the transportation of bulk grain.

Column 2 is ¼ of 1% of the value shown in Column 1, representing invisible loss and waste incident to the handling of bulk grain from scales to cars in loading, and from cars to scales in unloading.

Column 3 represents the tolerance for the two hopper scales used, namely, 1/20 of 1% for the loading hopper scale, and 1/20 of 1% for the unloading hopper scale, or 2/20 (1/10) of 1% for two hopper scales.

Column 4 shows the totals of Columns 2 and 3, or the total tolerances applicable for the commodity and two hopper scales used.

Column 5 represents the tolerance when two track scales (each 1/10 of 1%) are used, one at the loading point and the other at the unloading point.

Column 6 shows the totals of Columns 2 and 5, or the total tolerances applicable for the commodity and two track scales used.

Column 7 shows the total tolerances applicable for the commodity and one track scale and one hopper scale.

DEFINITION OF TOLERANCE.

The term "Tolerance" as used herein means the difference in weights due to variations in scales and fluctuations in the weight of the commodity which are recognized by competent authority.

General Grain Rates Investigation in Progress Again.

This investigation now going on at Wichita is a continuation of the general grain rates investigation commenced in Dallas, Tex., May 9, coincident to the application of the carriers for a general increase in grain and grain products rates in the Western and Southwestern states.

In 1925 railroads between Chicago and the Pacific Coast asked for an increase of 5 per cent in all freight rates, alleging their revenues were insufficient. The Commission denied the application as a whole but instituted several separate proceedings affecting the rates upon various commodities.

Carriers Ask 50% Increase.—The railroads are now asking an increase on their grain rates averaging 50 per cent. In the actual movement of grain out of Kansas the railroads' proposal would amount to more than 50 per cent increase for the reason that the bulk of wheat produced in Kansas is raised west of a line drawn north and south through Abilene, Kan. The following towns are about the center of the wheat producing area and the present and the proposed rates to Kansas City are: Kiowa, 19.5-32; Pratt, 19.5-30; Larned, 19.5-31; Hays, 19.5-31; Smith Center, 19-29.

From a wheat-shipping standpoint the above named towns are representative and it can therefore be seen that the average increase in rates charged on actual shipments of wheat would be in the neighborhood of 58.7 per cent.

The present average freight rate from the shipping points named above to Kansas City, the primary market of this region, is 19.4c cwt. or 11.6c per bushel. The rates proposed by the railroads from the same towns average 30.6c cwt. or 18.4c per bushel, an increase of 6.8c per bushel. Applying this increase to an average of 106 million bushels shipped annually produces an increased charge on the Kansas wheat farmer every twelfth-month of \$7,208,000 in the way of increased rates. Corresponding increases will be applied to corn, oats, barley, flax, and other crops, so that it is estimated that the increases in rates asked for by the railroads on the total Kansas crop will approximate \$10,000,000 per year.

The Texas and California millers are asking for a higher rate on flour than is charged on wheat, which would make it impossible for Kansas millers to do business in those states, as well as in the East. Kansas millers will be given an opportunity to protest.

Wichita Wants Proportional to Southwest.—C. B. Rader, secretary of the Wichita Board of Trade, attacked the Kansas City market in his testimony as a rate breaking point and argued that regardless of its long establishment as a primary and terminal market there was no reason Wichita should not have the same rates.

Exhibits were also filed showing the wide disparity and undue prejudice of southern Kansas rates as compared with Oklahoma to Texas, Louisiana and Arkansas destination rates, which varied as much as 7c cwt. tho the distance be but four or five miles further. Two years ago, it appears, Oklahoma's rates were reduced by the adoption of the mileage scale basis for rates.

The Wichita proposal contemplates a revision of rates into Wichita as well as proportionals outbound;—the local rate is to be arrived at by deducting 9c on wheat and 8c on corn from the local rates from the country stations to Kansas City. The proportional rates from Wichita are to be made 9c and 8c on wheat and corn, respectively, less than the rates would be from origin to destinations if made by using the 12244 scale.

Mr. Rader contended that *proportional* rates should be established from Wichita to destinations in the Southwest. He offered a number of exhibits to show the importance of Wichita as a grain and milling center in comparison with other grain markets. During the last six

years, according to his testimony, Wichita has received an average of 18,469 cars wheat and 1,626 cars corn per year, with 7,990 acres of wheat on the Santa Fe, 5,647 on the Missouri Pacific, 3,097 on the Rock Island, and 1,329 on the Frisco per year during the six-year period. Wichita's receipts were much greater than those at St. Louis, Memphis, St. Joseph, Atchison, and other points, all of which enjoy proportional rates.

If his testimony is acted upon favorably Southern Kansas to Texas and Arkansas destinations will be reduced from 8 to 10 cents per bushel.

San Francisco Export Rates Protested by Ogden-Salt Lake City.

The Ogden and Salt Lake City, Utah, Chambers of Commerce and the Ogden Grain Exchange are preparing to petition the Interstate Commerce Commission in the event the Union Pacific publishes the proposed tariffs giving Twin Falls (Idaho) a west-bound wheat-rate reduction to San Francisco via the Roberson-Wells Cutoff. This would place Ogden at a 10c disadvantage over Twin Falls, instead of at a 2c disadvantage, as at present.

Officials of the Union Pacific disclosed at a conference July 8 with representatives of Ogden interests that they had promised the San Francisco Chamber of Commerce the establishment of such west-bound wheat-rates as would permit its becoming a wheat exporting port in competition with Portland and Seattle.

The present rate via the cut-off, which runs from Rogerson (Ida.) to Wells (Nev.), is 50c from Twin Falls and 52c from Ogden; while the proposed rate (effective Aug. 1) is 42c cwt. from the Twin Falls area. Latitudinally speaking, Twin Falls is approximately 150 miles nearer the coast than is Ogden, however the distance from the two to Wells, Nev., varies but about 20 miles.

Barge Line Cuts Export Grain Rates.

Barge freight rates 60 per cent under existing rail rates on grain shipped from Minneapolis to New Orleans for export were published in Minneapolis July 13, according to announcements from W. W. Morse, operating manager of the Upper Mississippi Barge Line Co.

The new tariffs will become effective August 15, coincident with the actual establishment of a regular freight service by the barge line company.

Minneapolis rate experts hailed the announcement as a major victory for the city and the Northwest in the campaign for equitable rate adjustments that will obtain the dominance of Minneapolis as a grain center and materially increase net returns to the farmer for his products.

Under the new published tariffs the water rate on export grain from the Twin Cities to New Orleans will be 14.8c cwt., identical with the charges thru Duluth-Montreal gateway to the seaboard. The rail rate for export wheat from Minneapolis to New Orleans is 36.5c cwt., placing a differential in favor of the barge line route of 21.7c cwt.

Water rates on domestic consumed grain from the Twin Cities to Memphis will be 19.5c cwt. and 33.5c to New Orleans. Rail rates on domestic wheat from Minneapolis are 31.5c to Memphis and 48.5c to New Orleans.

The rail rate on grain from Minneapolis to Duluth is 6c cwt., which has previously operated to make the Head of the Lakes the point of export for the Northwest.

Minneapolis will now become the primary export grain market of the Northwest, in the opinion of Mr. Morse. "Duluth and Buffalo of recent years have overwhelmed us through their rate advantages, but these advantages have now been removed by the barge line tariffs."

Get Grain Rate Cut to Arkansas-Louisiana Territory.

Reduction in rates on shipments of wheat and flour from Oklahoma to points in the Arkansas and Louisiana territory has been granted by the Interstate Commerce Commission, effective Sept. 26.

Decreases of as much as 35 per cent of the rates now in effect are announced.

Altho the tariff allowed on shipments of wheat and flour will not be known definitely until the distribution of tariff schedules, rates experts in Oklahoma City are of the opinion that a blanket reduction on all grain rates from Oklahoma to points in Southern territory will take place.

The revision of wheat and flour rates by the Commission was instigated upon complaint of Oklahoma millers and grain dealers who pointed out in a recent hearing that present rates prohibited their entrance into Arkansas and Louisiana territory.

The old rate from Enid to Shreveport was 46c, the new rate 33c; the old rate to Lake Charles was 56c, the new 40c; the old rate of 43.5c, to New Orleans will remain unchanged.

Southern Kansas grain rates to Gulf ports are about 8 cents higher than northern Oklahoma rates, a situation which may be overcome so that the difference is in keeping with the distance of the haul.—P. J. P.

Norway.—As a result of the abolition of the Government grain monopoly and the substitution of a Government grain subsidy beginning July 1, 1927, the expenses of which are to be defrayed by an import duty on wheat and wheat flour, the Government by authority of the Storting has fixed the rate on wheat at 2.20 crowns per 100 kilos and on wheat flour at 3.80 crowns per 100 kilos, to which must be added the 50 per cent temporary increase.

GRAIN DRIERS

for

**COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.**

ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

WILLEY-ELLIS CO.

**1223 S. Talman Ave., Chicago
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Feedstuffs

Vancouver, B. C.—Vernon & Buckenfield have announced their intention of erecting a \$100,000 feed mill plant here on Burrard Inlet.

Sterling, Kan.—We have installed equipment for the manufacture of a poultry feed.—H. A. Striegel, mgr., Bowersock Mill & Power Co.

The People's Milling Co., Muskegon, Mich., has filed trademark Ser. No. 250094, the letters "MALTO," particularly descriptive of dairy feed.

Joplin, Mo.—We are not going to rebuild on the old site where the plant burned, but we are building a new mixing plant and additional warehouse at our East Joplin plant.—Boyd-Pate Grain & Mfg. Co.

Philadelphia, Pa.—J. J. Oakley, local sales manager for the American Milling Co. of Peoria, Ill., has closed the company's offices here in the Bourse, and now conducts his business from Fox Chase, Pa.

Denver, Colo.—Forest W. Johnson, 37, inventor, died at his home in Lamar, Colo., of late. He was general superintendent of the Denver Alfalfa Mill & Products Co., in whose employ he had been for the past two decades.

Atchison, Kan.—W. H. Hinkle is the new sales manager for the Blair Elevator Corp., which company has a large mixed feed plant under construction. Mr. Hinkle was formerly with the Arcady Farms Mfg. Co. at Kansas City, Mo.

Model Mill Co., Inc., Johnson City, Tenn., has filed trademark Ser. No. 250085, "RED BAND," particularly descriptive of cornmeal and feed. The band part of the trademark is red and the lining appearing on the drawing denotes the color red.

Winterset, Ia.—Regarding our sale of 10 cars of feed as being a record-breaker for May, as reported in the last issue of the Journal, the 10 cars were Purina Chows, sold in addition to the usual output of other mill and by-products feeds.—M. Young & Co.

Pittsburgh, Pa.—T. C. Johnson is recuperating as well as might be anticipated. Mr. Johnson is a foreman at the Newsone Feed & Grain Co.'s plant and was painfully scorched about the face when attempting to light an oil lamp on July 8. The lamp exploded.

Badger Grain & Feed Co., Milwaukee, Wis., has filed the words "MILKING TIME BRAND," under trademark Ser. No. 249565, as being particularly descriptive of stock feed, namely, brewers' dried grains. The words are accompanied by the picture of a dairy cow grazing. No claim is made to the word "Brand" apart from the mark.

Minneapolis, Minn.—O. E. Davidson, 52, connected with the feed and screenings business for a number of years here, died July 10 in a local hospital after an extended illness. At one time Mr. Davidson was associated with the W. P. Devereaux Co., and a little later pursued the elevator construction game. His widow and four daughters survive.

Woodstock, Ont.—The idle oatmeal milling properties of the Peerless Cereal Mills, Ltd., was of late purchased by the Ralston Purina Co. of St. Louis, Mo., extensive feedstuffs manufacturers, and will be placed in operation at once. The liquidated Canadian Cereal & Flour Mills Co., Ltd., owned the plant previously to its acquisition by the Peerless Cereal Mills, prior to which time D. R. Ross of Embro was owner.

Biloxi, Miss.—J. H. Turbeville of Jackson, Miss., was elected president of the Mississippi Cottonseed Crushers' Ass'n at the conclusion of the annual convention here July 7. Harris Barksdale, also of Jackson, is the new vice president, and H. C. Forrester of Meridian was re-elected sec'y-treas. and traffic manager. The next convention will be held in Biloxi, it was indicated, but definite announcement will be made in May.—P.

Harrisburg, Pa.—The Attorney General of Pennsylvania has ruled that "blanket" registration of feeds is unlawful. A practice developed whereby the original manufacturer possessing copyrighted brand names would let contracts to a number of local mixers for putting out the former's registered brands of feeds without doing the complete mixing themselves, only part of the ingredients being shipped to the local mixer.

Mt. Vernon, Ind.—The Mt. Vernon Mfg. Co. will devote its plant to the extraction of oil from corn germs with the movement of the new crop, it is understood. The company is building 10 new storage tanks of 250,000 bus. capacity. Corn oil storage tanks will be erected this fall. Machinery has been purchased for early installation, which will enable the local mill to place the altered plant in operation in September.—W. C. B.

Toledo, O.—The Kieser Mfg. Co. took over the business and plant of the Weber Mfg. Co. on July 1. The Weber plant, which is adaptable to the manufacture of molasses feeds will be operated as such, giving the Kieser company an entry in that business. This Kieser company now has an output of 20 cars per day, storage capacity of bulk grain of 425,000 bus. for the two plants, and sacked feed storage of 100 cars. There is no change in the management of the Kieser company. Chas. F. Kieser is pres. and general mgr.—Kieser Mfg. Co. (Initial announcement appeared in June 25 number.)

Los Angeles, Cal.—The California Molasses Feed Corporation is preparing plans for the construction of the largest feed plant on this hemisphere, the initial expenditure being estimated at a million and a quarter dollars. The manufactured animal food product will be made up of alfalfa, hay, and, presumably, molasses. J. A. Christensen is president of the concern, and largely responsible for the incorporation of the ultra-modern ideas into the design of the plant and its equipment. A valuable location in the Central Manufacturing District of Los Angeles has been obtained for the erection of the plant in the near future. One month ago, in this column, a forerunner of this announcement appeared, though the proportions of the institution and its scale of doing business were entirely unknown at that time.

Ingomar, O.—The Mineralized Yeast Mills has succeeded O. Klepinger at this point in the elvtr. business. Owing to the rapid expansion of our feed business, which heretofore has been handled under the name of the Mineralized Yeast Mills, it was necessary to incorporate under Ohio laws to han-

dle this increase in business. Our product is different, a Mineralized Yeast—Cod Liver Oil Mixed Feeds, and our specialties in a jobbing way in Ohio are alfalfa leaf meals, dried milks, fish meal, minerals and cod liver oils, on which we do a very large business. Elvtr. capacity is 25,000 bus. small grain, and also corn cribs. Feed capacity, about 500 tons. Mixing capacity, about two cars per day mixed feeds, also special mineral mixtures. Walter M. Klepinger is pres.; Loretta Coate, vice pres.; R. O. Klepinger, sec'y-treas. and general mgr. These, with H. J. Klepinger and M. Grace Hocker, comprise the board of directors.—Mineralized Yeast Mills.

Wisconsin Feedmen Frolic at Milwaukee.

The second annual convention of the Central Retail Feed Ass'n was held at the Plankinton Hotel, Milwaukee, Wis., on July 12-13. About 250 persons attended.

A feeding school was among the interesting features of the program, and was conducted by Professors F. B. Morrison and J. G. Halpin of the University of Wisconsin.

Other interesting speakers on the program were Don S. Montgomery, secretary of the Wisconsin Retail Lumbermen's Ass'n, on "Organization Work, and What It Means to Retailers"; Jack Carr, Milwaukee, "Direct Mail Advertising"; Harry J. Colman, prominent cost accountant; Charles Quinn, sec'y of the Grain Dealers National Ass'n; and W. A. Hottensen, president of the Milwaukee Chamber of Commerce, who welcomed the delegates.

The entertainment feature of the program was a festive banquet on the first evening. E. S. Woodworth, Minneapolis, Minn., was the able toastmaster. Sam A. McKillop led the community singing. The entertainment was furnished thru the courtesy of the members of the Milwaukee Chamber of Commerce.

J. L. Gleckner, Neillsville, Wis., was elected president of the organization to succeed D. W. McKercher, who was placed on the Board of Directors.

George A. Schlegel of Athens, Wis., was selected as vice-pres.; D. K. Steenbergh of Milwaukee was re-elected sec'y., and James H. Vint of Union Grove, Wis., was chosen as treasurer.

Other Board of Director member appointments were: M. A. Joshel of Geneva, Ill.; and F. Kern, Sparta, Wis.

Nebraska's New Feed Law.

Nebraska's lawmakers have added the following new feed law to the statutes of the state, which became effective July 1. It provides as follows:

Commercial feeding-stuffs shall include all the feeding-stuffs used for feeding live stock and poultry; except (a) whole seeds or grains, (b) whole unground hays, straws, cottonseed hulls and corn stover when unmixed with other materials. Provided, that it shall not include unmixed meals or chops made from whole grain to which nothing has been added and from which nothing has been abstracted, when such unmixed meals or chops are exchanged for

RED COMB MASHES

Complex
Mineral Balanced

Mineralized Mineralized Mineralized



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MINROL-PROTIN

The Complete
Poultry Mineral

Full information and prices
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The Concentrate Products Co.

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Chicago

whole grain of a like kind, or are manufactured, sold and delivered on the premises of the manufacturer, direct to the ultimate consumer.

Every lot or parcel of commercial feeding-stuff must be labeled with name and address of the manufacturer or person responsible for placing the feed on the market; the minimum net weight of the contents; the name or brand; the minimum per cent of crude protein, crude fat and carbohydrates; the maximum amount of crude fiber and ash; the specific common name of each ingredient used in its manufacture.

The manufacturer or his agent must register with the department of agriculture, at Lincoln, a label or brand of each commercial feeding-stuff and furnish the department a 1-pound sample of each, under affidavit as to correctness.

The manufacturers cannot change the ingredients or lower the guaranteed analysis of any brand without first filing with the department a statement thereof and furnishing a new sample of the goods.

A tax of 10 cents is required on all commercial feedingstuff sold or distributed. The department of agriculture will furnish the tax tags in any denominations needed, and each lot of feed shipped in bulk and each parcel sold must have a tag affixed showing that the tax has been paid. When sold at retail in bulk or in containers belonging to the purchaser, seller must give the buyer tax tags to cover every sale. The tax fee does not apply to the sale of unadulterated wheat, rye and buckwheat bran, nor to the sale of wheat, rye and buckwheat shorts, sold in Nebraska.

A course in corn borer instruction was given 350 young men, approximately 250 of whom are college students, at Toledo and Monroe, O., during the month. These recruits will be sent as scouts to outlying unrestricted areas like Pennsylvania, New York and Indiana, where they will be on duty until Oct. 15. The headquarters of the corn borer control is in Toledo.

A New Self-Ventilating Squirrel Cage Motor.

A new development of Allis-Chalmers Manufacturing Co. is represented in a line of squirrel cage and slip ring induction motors of the enclosed, self-ventilating type.

Many locations in industrial plants are so destructive to the insulation of open type motors that their maintenance is a positive burden, and warrants the present demand for a motor that is equipped to operate under the worst conditions. Wherever strong corrosive fumes are present, or solid matter carried in the air accumulates sufficiently to impair ventilation, or abrasive material, such as emery dust or iron dust, lodges in the air gap, the enclosed self-ventilating motor offers an economical and effective solution to an otherwise different problem.

The Allis-Chalmers Mfg. Co. developed the self-ventilating motor because this method of enclosure involves the least increase in cost, and because it accomplishes the elimination of frequent rewinding under service conditions which are too severe for the standard open motor.

Generally speaking, the air to these motors is piped from a clean, cool source, where necessary, drawn through and around the stator windings and cores and discharged out the motor outlet (fan side or shaft end). Air inlet and outlet can be placed at any angle of ninety (90) degrees, independent of each other. The motors are equipped with Timken Tapered Roller Bearings and are manufactured at the Bullock Works.



A New Self-Ventilated Squirrel Cage Motor.

Adulteration and Misbranding.

Traders Oil Mill Co., Fort Worth, Tex., shipped 200 sacks of misbranded cottonseed meal deficient in protein into Kansas, stated federal testimony on Nov. 27, 1926, in imposing costs and the execution of a \$500 bond, conditioned in part that it be rebranded to show the true contents.

Montezuma Cotton Oil Co., Montezuma, Ga., shipped 120 sacks of adulterated and misbranded (protein-deficient, fiber-excessive) cottonseed meal into Massachusetts, and on Mar. 23, 1927, the federal court ordered the article sold by the U. S. Marshal, no claimant having appeared for the property.

Traders Oil Mill Co., Fort Worth, Tex., shipped 400 sacks of cottonseed screenings into Kansas deficient in protein, according to federal statements on Nov. 29, 1926, when costs and the execution of a \$1,000 bond were imposed, conditioned in part that the article be relabeled to show true contents.

Traders Oil Mill Co., Fort Worth, Tex., shipped 500 sacks of cottonseed meal into Kansas deficient in protein, according to federal authorities, on Dec. 11, 1926, when costs and the execution of a \$1,000 bond was imposed, conditioned in part that the article be relabeled to show true contents.

Sweetwater Cotton Oil Co., Sweetwater, Tex., shipped 400 sacks of misbranded (protein-deficient) cottonseed cake into New Mexico and on Jan. 10, 1927, costs and the execution of a \$500 bond were imposed, conditioned in part that the article not be sold or otherwise disposed of contrary to law.

Americus Oil Co., Americus, Ga., shipped 400 sacks of misbranded and adulterated cottonseed meal into Florida deficient in ammonia (protein), stated federal charges on Nov. 25, 1926, when costs and the execution of a \$1,200 bond were imposed, conditioned in part that the article not be used in violation of law.

Planters Cottonseed Products Co., Dallas, Tex., shipped 100 sacks of misbranded cottonseed meal into Nebraska which was deficient in protein, stated federal charges on Feb. 9 in imposing costs and the execution of a \$1,000 bond, conditioned in part that the article be relabeled, "Crude Protein not less than 41 per cent."

Traders Oil Mill Co., Fort Worth, Tex., shipped 500 sacks of misbranded cottonseed meal deficient in protein into Minnesota, stated federal charges on Dec. 6, 1926, when costs and the execution of a \$500 bond were imposed, conditioned in part that the article be relabeled under the supervision of the U. S. Dept. of Agriculture.

Sweetwater Cotton Oil Co., Sweetwater, Tex., shipped 120 sacks of misbranded cottonseed meal into Colorado, it developed on federal testimony on Dec. 31, 1926, when costs and the execution of a \$500 bond were imposed, conditioned in part that the article not be sold or otherwise disposed of contrary to law. The article was deficient in protein.

Chickasha Cotton Oil Co., Chickasha, Okla., sent various consignments of adulterated and misbranded quantities of cottonseed meal into Kansas, which were deficient in protein, stated federal charges on Feb. 5, 1927, when the misbranding charges were agreed to and the adulteration charges dismissed by the court in imposing a fine of \$400.

C. R. Garner & Co., Coleman, Tex., shipped 150 sacks of misbranded protein-deficient cottonseed meal into Wyoming, and on Mar. 3, 1927, the federal court imposed costs and the execution of a \$1,000 bond, conditioned in part that the United States marshal require the product be relabeled to show clearly the actual protein content thereof.

Rome Oil Co., Rome, Ga., shipped 400 sacks of misbranded (protein deficient) cottonseed meal into Maine, and on Feb. 7, 1927, the federal court imposed costs and the execution of a \$600 bond on the Doten Grain Co., Portland, Me., claimant, conditioned in part that the article be relabeled under the supervision of the U. S. Dept. of Agriculture.

Brownwood Cotton Oil Mills, Brownwood, Tex., shipped 400 sacks of adulterated and misbranded (protein-deficient) cottonseed cake into New Mexico, and on Jan. 17, 1927, the federal court imposed costs and the execution of a \$1,500 bond on Roscoe Spriggs, Colmar, New Mexico, claimant, conditioned in part that the article be relabeled to show the true protein content.

Coleman Cotton Oil Mill, Coleman, Tex., shipped 450 sacks of misbranded cottonseed cake deficient in protein into Colorado, per federal charges on Dec. 30, 1926, when C. N. Troup, Las Animas, Colo., claimant, was imposed with costs and the execution of a \$500 bond, conditioned in part that the article not be sold or otherwise disposed of contrary to law.

Chickasha Cotton Oil Co., Chickasha, Okla., shipped various consignments of quantities of adulterated and misbranded cottonseed cake into Kansas, which were deficient in protein, according to federal allegations on Dec. 5, 1926, when the misbranding charges were agreed to and the adulteration charges dismissed by the court in imposing a fine of \$400.

Vernon Cotton Oil Co., Vernon, Tex., shipped 100 sacks of adulterated and misbranded (protein-deficient) cottonseed meal into New Mexico and on Jan. 6, 1927, costs and the execution of a \$500 bond were imposed on the Swagerty Trading Co., Clayton, New Mexico, claimant, conditioned in part that the article be relabeled to show the true protein content.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—

NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

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Hess Drier Company of Canada, Ltd.
Theodore Kipp, Mgr.

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Winnipeg, Manitoba

Supreme Court Decisions

Waiver of Clean Warehouse Receipt.—

Where buyer of rice flour abandoned export thereof, and directed delivery thereof at a warehouse instead of at the side of a vessel, thereby rendering a clean dock receipt impracticable and waiving such, and terms of buyer's contract did not provide for a clean warehouse receipt, buyer held not entitled to a clean warehouse receipt.—*Standard Rice Co. v. A. Klipstein & Co.* Court of Appeals of New York, 157 N. E. 151.

Suit for Damage in Transit Must Be Brought in Two Years.—Action against carrier for damage to interstate shipment of beans in transit, not brought within two years and a day after cause of action accrued, held barred by provision in B/L that action must be brought within two years. Two-year limitation in B/L for bringing suit against carrier for damage in transit to shipment held not extended by shipper's filing claim for damage within four months; such notice of damage not being required.—*Hankins v. Payne.* Supreme Court of Michigan, 214 N. W. 99.

Crop Mortgage.—Where owners executed crop mortgage to bank on crops to be grown on property, and thereafter sold land to purchasers, who executed crop mortgage to secure balance of purchase price, mortgage given by vendor did not attach to grain thereafter sown by purchasers, since vendor did not, by taking mortgage from purchasers, sow, or cause to be sown, crop of next year, and lien acquired by such mortgage was not such as to subject crop to lien of mortgage given by him to bank or to foreclosure thereunder.—*Lords v. Lava Hot Springs State Bank.* Supreme Court of Idaho, 256 Pac. 761.

Delivery without Surrender of B/L.—In carrier's action to recover value of shipment mistakenly delivered without surrender of B/L to one not a bona fide purchaser, defendant held entitled to credit for amount of freight charges paid. Where carrier through mistake delivered shipment, billed to shipper's order, notify particular broker, to purchaser from broker without surrender of B/L, it was entitled, after making good to shipper, to recover of purchaser, who took with notice of outstanding B/L with unpaid draft attached.—*In re Hayes Mfg. Co.* Supreme Court of Michigan, 214 N. W. 102.

Refusal of consignee to accept goods constituted "failure of delivery," requiring filing of claim thereafter by shipper as condition precedent to recover against carrier for loss resulting from disposal of goods for freight charges. Shipper's letter to carrier, after refusal of consignee to accept delivery of goods, requesting reshipment to themselves, held insufficient as claim, within meaning of requirement of bill of lading that claims for loss must be made in writing within certain period, since it lacked essential elements of claim, in that it contained nothing which would apprise carrier that shipper intended to make

claim, or show character or amount of any claim that may have been contemplated.—*Watts v. Southern Ry. Co.* Supreme Court of South Carolina, 138 S. E. 290.

Co-operative Pooling Lawful If Not in Restraint of Trade.—Where a co-operative association of milk producers, organized under Membership Corporation Law, § 13-a, controlling not more than 50 per cent of the fluid milk sold in New York zone under pooling contracts with its members, entered into agreements with distributors controlling not more than half of New York market, requiring such distributors to purchase all their requirements from association, so far as association could meet such requirements, at prices based on four classes of uses to which milk was to be devoted, held, that agreements were valid, and did not show unlawful combination, monopoly, or restraint of trade, because non-member producers were excluded from preferential market created by the agreement, either at common law or under Penal Law, § 580, or General Business Law, § 340, in absence of blacklisting, boycotting, or other unfair practices.—*Barnes v. Dairymen's League Co-op. Ass'n.* Supreme Court of New York, 222 N. Y. Supp. 294.

Certificate of Weight.

An excellent form of combined certificate of weight and car report was designed and has been used for several years by the Sanger Mill & Elevator Co., at Sanger, Tex. Besides certifying the total weight of the car, it provides space for registering each draft.

The condition of car report was a feature developed during the years of car shortage, when shippers were compelled to accept almost any kind of car offered, or do without. Then it aided in collecting claims. Under present excellent car conditions, a little effort in cooperating will make most cars offered fit for grain carriage.

However, it is a feature which still has value. It shows the recipient of the certificate in just what condition the car left the shipper and encourages him to check more carefully any shortages. Registering of each draft in the car is a further check against the total weight.

Combine Harvesters in the Great Plains.

BY L. A. REYNOLDS, U. S. DEPT. OF AGRICULTURE.

The development of the small, prairie type harvester-thresher has given the farmer of the Great Plains a practical machine which enables him to complete his harvest and threshing rapidly, with a comparatively small amount of labor. A machine having a 15 or 16-ft. width of cut, pulled by a 15-h. p. tractor and operated by 2 or 3 men exclusive of grain haulers is capable of harvesting 400 to 600 acres during a reasonably dry season. A machine of this type should cut and thresh 500 acres in 15 days of actual cutting.

A smaller machine having a width of cut of 8 or 10-ft., designed for operation by a single man, is capable of handling from 250 to 300 acres in 15 days.

The labor of harvesting and threshing is reduced from approximately 3 man-hours per acre where a binder is used or 2 hours where a header is used to 0.75 hour per acre with the combine. The reduction in size of crew enables the operator to do a larger proportion of his harvest work with the labor available on the farm. The operator is relieved of the expense and dependence on transient labor during harvest.

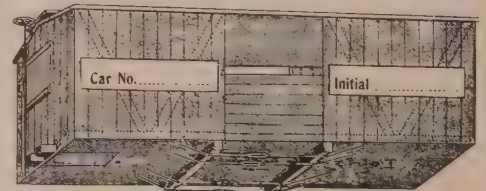
Some changes in farm organization and some new problems in grain marketing are likely to result from an extensive use of the combine-harvester in the wheat-producing sections. The reduction in harvesting costs, together with the advantage of operating sufficient acreage to make the best use of the harvesting equipment, should tend to make the wheat acreage per farm approximately the maximum acreage which can be harvested with a single combine. In most sections this would mean a substantial increase in wheat acreage per farm. The lower production costs should cause wheat to replace more of the competing crops on land which is suitable for the use of the combine.

Grain dealers must control the agitative powers that exist or be controlled by them. Take your choice!

Car Report and Certificate of Weight ^{OR}

Sanger Mill & Elevator Co., Sanger, Texas

A Car of _____
From _____
To _____
Kind of Grain _____ Test _____
Billed Weight _____
Destination Weight _____
Leaking at Place Marked [X] _____



Net Weight of Each Draft

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____
7 _____
8 _____
9 _____
10 _____
11 _____
12 _____
13 _____
14 _____
15 _____

Total _____ Lbs.

Car Seals _____
Terms _____
Remarks _____

CERTIFICATE OF WEIGHT

I Hereby Certify

That I have Weighed the Contents of the above
Numbered Car of Grain and Found Same to
Contain _____ Pounds.
No more, nor less.

Signed _____ Weigher

Sanger Mill & Elevator Co.

Weighed at Sanger, Texas, _____ 19____

Grain Claims Bureau, Inc.

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Audits for purpose of recovering your freight claim losses will cost you nothing. We will not fail to fully protect your interests. Our charges will never exceed 33 1/3% of amount recovered; frequently less. We would like to serve YOU.

W. S. BRAUDT, HARRY J. BERMAN,
Pres. and Treas. General Counsel

Seeds

The Northern Montana Corn Show is to be held at Plentywood during the latter part of October, or the first part of November.

Canton, O.—H. L. Holmes, Jr., has resigned from the Holmes-Letherman Seed Co. Mr. Holmes was secretary and manager of this wholesale field seed house.

Edward J. Crane, Chippewa Falls, Wis., has filed trademark Ser. No. 249045, the words "FOR THE LAND'S SAKE," particularly descriptive of seeds of all kinds.

Newly elected officers of the Official Seed Analysts' Ass'n are: E. H. Toole, United States Department of Agriculture, pres.; Miss Bess Cowley of Virginia, vice-pres.; and A. L. Stone, Madison, Wis., sec'y-treas.

Officers for the Association of Official Seed Analysts' for the coming year are Walter C. Pfaender, Chicago, pres.; Kercheval E. Smith, Baltimore, Md., vice-pres.; Macy L. Spracher, Minneapolis, Minn., sec'y-treas.

Maitland, Mo.—A fund of \$10,000 was subscribed to by the producers in this blue grass seed area to be devoted toward the erection of a cleaning plant to cost in the neighborhood of \$20,000. A second meeting was called to crystallize further details of the project.—P. J. P.

Mt. Vernon, Ind.—The Keck-Gonnerman Co. has placed a sweet clover cutter-thresher harvester in the process of wholesale manufacture, which will save all the seed of a field, whereas older type machines wasted from a bushel to a bushel and a half per acre. The device has numerous other advantageous features.—W. B. C.

Ottawa, Ont.—Garnet wheat is making good every claim advanced by the experts of the Dominion Department of Agriculture, according to advices of Hon. W. R. Motherwell, minister of agriculture. On an average, Garnet was found to ripen ten days earlier than Marquis, quite a desirable characteristic. Extraordinary yields are reported from many points, some as high as 65 bus. to the acre.

Imports of Forage Plant Seeds.

The Seed Testing Laboratory of the Bureau of Plant Industry of the Department of Agriculture reports the following imports of forage plant seeds permitted entry into the United States under the Federal Seed Act:

| | July 1, '26, to June 30, '27. | July 1, '25, to June 30, '26. |
|--|-------------------------------------|-------------------------------------|
| Alfalfa | 5,133,700 | 4,548,300 |
| Canada bluegrass | 881,700 | 283,700 |
| Kentucky bluegrass | 22,400 | |
| Alsike clover | 4,163,200 | 10,989,400 |
| Crimson clover | 2,385,000 | 5,765,500 |
| Red clover | 10,816,100 | 19,725,200 |
| White clover | 974,700 | 1,666,400 |
| Clover mixtures | 23,500 | 121,800 |
| Meadow fescue | 16,200 | 13,300 |
| Foxtail millet | | 125,400 |
| Orchard grass | 260,300 | 263,000 |
| Rape | 6,787,500 | 6,526,300 |
| English ryegrass | 1,202,800 | 2,301,600 |
| Italian ryegrass | 833,200 | 1,683,200 |
| Timothy | 45,200 | 2,900 |
| Hairy vetch | 2,123,900 | 3,986,200 |
| Spring vetch | 992,100 | 1,602,800 |
| Hungarian vetch | 76,400 | |
| Bentgrass | 537,000 | 343,500 |
| Biennial white flowered sweet clover | 4,129,900 | 5,879,000 |
| Biennial fellow flowered sweet clover | 174,400 | 502,200 |
| Canary grass | 1,100 | 6,600 |
| Carpet grass | 3,000 | 14,600 |
| Crested dog's tail | 18,100 | 39,200 |
| Chewings fescue | 953,600 | 654,900 |
| Other fescues | 383,600 | 1,042,500 |
| Lawn grass mixtures | 1,000 | 18,100 |
| Redtop | 3,300 | 6,700 |
| Fescue grass | | 3,100 |
| Rhodes grass | 10,200 | 21,100 |

Milwaukee, Wis.—Work on the new 90x120-ft., eight-story brick and concrete warehouse addition for the L. Teweles Seed Co. began July 6, to be completed within three months therefrom. The new, tall structure will add 90,000 square feet to the present adjoining facilities of this large and progressive Milwaukee seed house, who celebrate their sixty-fifth year in business next year. Hugo Teweles is pres. and Max Teweles, the sec'y-treas. of the firm. The former was just elected a director in the Farm Seeds' Ass'n of North America (formerly the Wholesale Grass Seed Dealers' Ass'n) at its recent convention, held in Detroit.

Our biggest competitor is the uninformed farmer who does not buy seed from the legitimate seed dealer. Once a man knows seed, he buys from the commercial seed jobber; otherwise he buys seed from a neighbor, seed untested and uncleaned, that perhaps does not come from the best section to be planted where he is planting that seed. But if that man becomes "seed-wise," he does not do that, and he is willing to pay the twenty-five or thirty cents an acre difference on the cost of seed, in order to get the extra dollar in the harvest, that comes from planting a known product of proper origin and purity, and keeping his field free from weeds.—D. T. Stevens of Corneli Seed Co.

Fort Collins, Colo.—The second summer meeting of the Colorado Seedmen's Ass'n was held here on the afternoon of July 12 and the morning of the thirteenth. The Colorado Agricultural College is located in Fort Collins and was the center of attraction. Pres. J. D. Long of Boulder presided over the meeting. Dr. L. W. Durrell, Botanist in Charge, welcomed the delegation. Professors connected with the agronomy and extension departments of the college lectured. "Weeds, Their Control and Extermination"; "Results of Experiments on Seeding and Yields of Pasture Grasses," and "The Competition of Pasture Grasses" were among the enlightening subjects treated. Saccharine and non-saccharine sorghums were displayed, their maturing periods outlined, their yields and values as fodder elucidated, and their more favorable growing territories described. Supper was tendered by the college. Wednesday morning was devoted to a tour of the thirty miles comprising the college's pasture.

Many Expensive Conferences Needed (?) to Market Pooled Wheat.

"Poolers" have received 97 cents a bushel so far for wheat they so generously placed in the 1926 Oklahoma wheat pool. Association officials say there'll be a final payment "by and by" and that it should be made along about August.

Non-poolers received an average of \$1.22 a bushel for their wheat and they have the money. It was given to them in one sum—not in three dribbling payments with another promised later on.

Then, too, the great Southwest Co-op Ass'n, "the gigantic pool" at Wichita, didn't turn out like the promoters dreamed—for the Oklahoma pool, anyway. Last year the "great pool" sold for Oklahoma, Kansas, Colorado, Nebraska and "others." This year Oklahoma has decided to sell its own and a former elevator auditor is the "marketing expert" that regulates the small shirt-tail full of pooled wheat to the markets of the world. As yet, he does not have the market by the tail—but the professional organizers would have the farmer believe it. And some of them do.

Officials of the association, those men who receive "adequate" salaries for their expert knowledge of how to hood-wink the farmer, seem to be attending conferences at various points.

Not long ago there was one at Chicago. It was there they decided they could hold another

conference at Winnipeg. A lot of the poolers had never been to Canada, so they went. Nice trip. Then some of the Canadians had never been to Kansas City—so they came down to another conference. At the K. C. confab it was learned, after two days, that most of the men could get off in June for another conference at St. Paul. It is understood the St. Paul conference was held to see if another conference could be held.

Car Capacity Has Grown.

The growth in the capacity of grain cars in recent years was revealed thru a comparison of the cars received July 15 by the Waggoner-Gates Milling Co., Independence, Mo., compared with those received in Kansas City a half-century ago.

The Journal in its items of "Forty-Five Years ago" published July 14 reported the arrival in Kansas City on July 13, 1882, of the largest grain car ever unloaded in the West up to date. This car was an experimental one, built by the Union Pacific Railway, with the idea of obtaining a cheaper transportation by enlarging the capacity of the cars. The car contained 1,000 bus. of wheat, or 60,000 pounds, the contents of two ordinary cars of that day.

T. O. Cunningham, president of the Waggoner-Gates Milling Co., stated that the cars of grain received by the mill today average about 90,000 pounds. On Nov. 16, 1926, the mill unloaded a car weighing 149,060 pounds, the largest ever received.—P.

A proposed rule established by the railroads governing the furnishing of suitable cars for loading grain products is found justified by the I. C. C. in a decision rendered June 22. Protest was made against the rule by milling organizations, who contended that tariffs should provide the railroads either should weatherstrip the cars around the doors or furnish the material therefor.

Directory

Grass and Field Seed Dealers

One line, one year (24 issues), \$10.00.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.
Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.
Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.
Northrup King & Co., field seeds.

ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

Insurance Notes.

When you take out a Windstorm Policy, you do not have HAIL coverage unless there is special mention of such coverage in the policy. The reason is that there is an additional charge for hail insurance.—*Our Paper*.

Ordinarily the heat generated by electric lamp bulbs is radiated harmlessly but if the bulb is wrapped with paper cloth or dust the heat is confined and the bulb may become hot enough to set fire to the cover. So elevator operators who wish to play safe will use vapor proof lamps in all dusty places.

Owensboro, Ky. — The Anglo-American Mill Co. won its suit against the Girard Fire & Marine Ins. Co. to recover \$3,000 on a policy covering a small mill in Owensboro. The Western Fire Ins. Co. instructed Miss Otis, its agent, to cancel its policy Aug. 28, which she did, writing a new policy in the Girard, but she did not deliver this policy until after the fire on Sept. 6, 1924. The court held that altho the policy was not delivered it was binding on the company.

Salina, Kan.—The sheave wheel of a car-puller in the plant of the Shellabarger Mill & Elevator Co. broke loose from its anchor and struck Harold Young, elevator man, in the back of the head, killing him instantly. Under the law the amount recoverable as damages is fixed at three times the average yearly earnings, but not exceeding \$3,800; and the Supreme Court of Kansas awarded his mother \$1,520, as Young was contributing \$16 a month to the support of his mother, being 16-40 of her expenses.

28 Gauge Metal Cheapest for Elevator.

"What is the best kind of metal to put on my elevator?" That is a question we get fired at us every so often and we have sought widely for an answer. To get an unbiased opinion is exceedingly difficult because it seems that everyone is in a position to give an authoritative statement is connected with one or more of the sheet metal manufacturers.

As a matter of fact, it doesn't matter so much just what particular kind or brand of metal you use—the important thing is to buy the best of that particular kind or brand. Now, as far as only one kind is concerned, for elevator purposes at least, the best is usually the heaviest gauge. You are buying it for its weatherproofing qualities; what you are buying is years of service and not just so many squares of metal. Figure it on that basis and you readily see that the best is not only the heaviest but the cheapest as well.

The labor cost of applying iron is the same for all weights. The labor cost of making the iron is about the same for all weights; so that the real difference in cost as between two gauges is in the material itself and, as with most fabricated materials, the material cost is comparatively a small percentage of the total. Therefore of two sheets one weighing twice the other the second will cost more than the first, but not twice as much.

As a matter of fact, the cost to the buyer per pound of material put into service is less for 26 and 28 gauge than 29 gauge. Suppose you need 10 squares of roofing (1000 sq. ft.). That quantity of galvanized corrugated steel would weigh 26 gauge, 980 pounds; in 28 gauge, 840 pounds; in 29 gauge, 770 pounds.

Assume the 10 squares of 26 gauge laid down at your station would cost you \$6.88 per square or \$68.80 total. On the same basis the 28 gauge would cost \$6.14 per square or \$61.40 total. And the 29 gauge \$5.88 per square or \$58.80 total.

Therefore you save—as between 26 gauge and 28 gauge—\$.74 on the job, and as between 28 gauge and 29 gauge \$2.60. That is, you have simply saved that much on sufficient material to cover your roof—but in years of weatherproofing have you saved anything?

Wear depends upon the weight of material. Taking the above total costs and dividing by

the weights we find that the 26 gauge costs .061 per pound, the 28 gauge .073 per pound. and the 29 gauge .076 per pound. Therefore it is easy to see that when you figure on what you get—the value instead of the price—the heavier gauges are the best and cheapest.

The United States Department of Commerce recommends 28 gauge and heavier for roofing purposes.—*Our Paper* of Grain Dealers Mutual Ins. Co.

Large Production of Coal This Year.

Bituminous coal production for the three months ending March 31, 1927, intensified by the anticipated suspension in the union fields, was 169,967,000 net tons, the highest production on record for the same period of any previous year, and exceeded by 23,591,000 tons, or 16.1 per cent, the production during the corresponding period of last year. The increased volume of coal traffic was handled by the carriers without car shortage or congestion.

The production since Apr. 1 has been in the neighborhood of 8,000,000 tons weekly, or about 1¼ million tons less than the record during the previous year. The decreased production is due to the large reserve stocks accumulated in the hands of consumers in anticipation of the suspension Apr. 1 and the lack of demand presently existing.

That the lack of demand is real and not fancied is demonstrated by the fact that the railroads, as a whole, are holding in excess of 25,000 cars of unbilled coal on mine sidings awaiting billing instructions.

The Road to Prosperity.

A nervous and inexperienced speaker arose before a recent gathering of grain men to tell of his experiences with localized grain dealers organizations. Perhaps he spoke a little too rapidly and perhaps he forgot some carefully rehearsed gestures and modulations of voice, but these omissions were lost in the message he brought his brother dealers. This was the gist of his story.

"I come from a district peculiarly situated in that it is an area of several counties cut off from competition on every side. In spite of the conditions our dealers engaged in price wars and played a losing game for a number of years. Finally a point was reached where something had to be done or a lot of us would go broke.

"Accordingly a few of us visited our competitors and called a meeting for grain dealers thruout the district. At this meeting the nucleus of the present efficient organization was formed. We decided we had to take sufficient margin to make a profit on the grain we bought.

"Success could only be obtained by nearly 100% teamwork on the part of every dealer. All of the grain men were so sick of the situation they had been working under that we found little difficulty in making them members. Then a plan was developed whereby the prices in a leading option market and in a leading cash market was taken as the base for prices paid the farmers. To obtain the day's market to the farmer a dealer takes the price calculated by the sec'y of the body, deducting his fixed margin, his freight rate, and his fixed handling charge. Grain brought in is carefully tested. Discounts are taken on lower grades and premiums given on higher grades.

"Free storage, that familiar nightmare of the last century, had been a source of constant loss. The new organization put in a fixed charge for all storage and stuck to it.

"Failure to have contracts signed on grain bought for future delivery had been another source of annoyance. Now when one of our dealers advances money on a farmers future crop he gets a signed contract.

"As a body we have made endeavors to get out of the rut and buy grain at a profit, so it would cover interest on the investment and over-head and pay a living wage to the

owner. To this end we have regular monthly meetings. These play an important part in promoting and keeping harmony among the dealers.

"Every dealer in our district is a member with the exception of one farmers elevator manager. And he is glad enough for the opportunity to stay in line. It is better to handle one car and get a margin of 4 cents than to handle a dozen cars on a margin of 2 cents and lose money on every one."

Books Received

YEARBOOK OF AGRICULTURE 1926 has recently been issued by the United States Department of Agriculture. These yearbooks have been published regularly from 1894 on by the department. The book gives a summary of the year in agriculture, agricultural statistics of all kinds and the results of experiments of the year. Copies may be obtained from the Government Printing Office, Washington, D. C.

FORECASTING THE PRICE OF WHEAT by C. C. Bosland. World production plus carry-over was found to be the most significant factor affecting the price of wheat. A formula based on conditions prevailing from 1897 to 1914 is presented for estimating wheat prices. Using this formula the standard error of estimate for the period was 11.4 per cent, being 6.3 per cent for the 5 post war years and 12.5 per cent for the pre-war years. Journal American Statistical Ass'n 21 (1926), pp. 149-161.

"SOCIAL JUSTICE, the Moral of the Henry Ford Fortune," by Chas. Norman Fay, is aimed as a blow to Socialists and labor agitators. The author proves that the teachings of these agitators are without foundation. He uses the story of Henry Ford as an economic lesson to prove that great fortunes are the rewards of great service done. For instance, Vanderbilt with his railroads, Carnegie with his steel mills, Rockefeller with his oil-refineries and pipelines, Armour and Swift with their packing houses each gave to the nation more than it gave them in return, in actual wealth. Quoting the author, "Most important of all, I would have you realize from the whole record of socialist experiment, which is now wide open for study, that the creation and accumulation of capital stops abruptly when the state no longer protects private property; and with it stops the general prosperity of that state and its people. For all history shows that private wealth is the foundation of the commonwealth, and that unhindered working of the law of supply and demand best does social justice." The book is published by the Cosmos Press, Cambridge, Mass.

VARIETIES OF CORN, Their Productiveness in Illinois, were tested by the Illinois Agricultural Experiment Station. Experiment fields were at DeKalb in DeKalb County, representing northern Illinois, at Urbana in Champaign County, representing central Illinois, and at Alhambra and Fairfield in Madison and Wayne Counties, representing southern Illinois. Of the varieties tested at DeKalb, Golden King, Western Plowman, Strout Red, Will County Favorite and Hecker Red appear to be the best for the northern part of the state. The highest yielding varieties at Urbana were Illinois Two-Ear, Illinois High Yield, Reid Yellow Dent, Golden King, Will County Favorite, Western Plowman and Boone County White. It was found that there exists within a given lot of a single variety of corn certain types that are higher yielding than others. The difference in yielding ability between strains within a variety is often greater than the difference between two varieties. Because of these considerations it is recognized that variety tests of corn cannot be taken as a complete index of the performance of all the strains of any given variety. By George H. Dungan and W. L. Burlison, Bulletin No. 294, issued by the University of Illinois, Urbana, Ill.

Farmers are getting away from the highly specialized one-crop idea. They show less and less inclination to put all of their eggs in one basket. It isn't so much of a gamble when they scatter them around. Enterprising grain men do not hesitate to follow their lead.

LIGHTNING

is the only source of fire not attributable to the human element. It can be controlled but not stopped. Lightning protection is inexpensive and is paid for by savings in insurance premiums; lack of protection is expensive and is paid for with higher premiums than you would otherwise pay.

The DODD System of Lightning Rods prevent Lightning Losses. Full credits on Insurance allowed in every instance. Every job guaranteed.

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Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

GRAIN DEALERS JOURNAL

309 So. La Salle St.

Chicago, Ill.

ACCOUNTBOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

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GRAIN DEALERS JOURNAL

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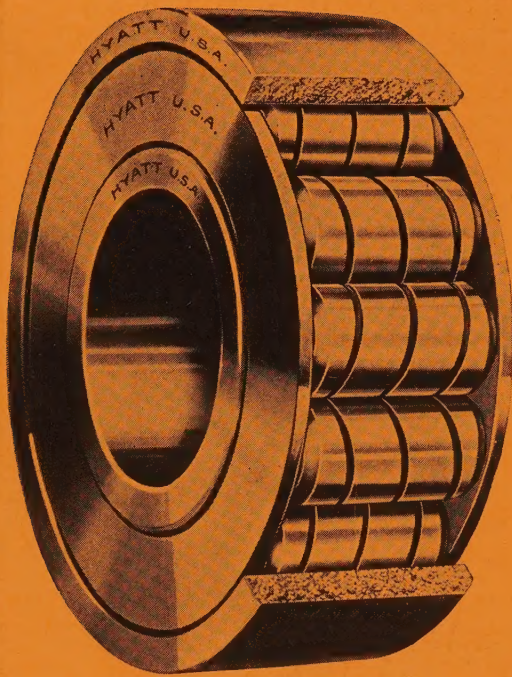
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Statistics show that a large percentage of elevator fires, particularly those breaking out in head houses, are the result of neglected plain bearings overheating during daytime operation, smoldering and igniting drip oil and grain dust during the night, in the absence of the elevator operator.

This condition is avoidable where Hyatt bearings are used and the more inaccessible the bearing location, the greater the need for Hyatt bearings.

Nearly all the large grain elevators recently constructed in the United States and Canada use Hyatt bearings. Elevator owners and millers know the value of Hyatts in their grain handling equipment, and companies operating elevators at country stations are adopting them as standard equipment throughout their plants.

Installed in the head and pulley shafts of your elevator, they will give you the same full measure of protection.

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